

# ROYAL NAVAL DIVISION.

FOR THE ROYAL NAVAL DIVISION.

THE ADMIRALTY have given official permission for raising a Battalion of 1,000 men, which will be strictly limited to Public School or University men, who will serve together as a Unit.

Training is now going forward. Applicants desiring to enrol should apply at once to

ROYAL NAVAL DIVISION,  
6, 7 and 8, Old Broad Street, W.  
God Save The King.

# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom

## FORD CARS

There's nothing small about the Ford—except its purchase price and cost to keep.

Apply to—

ALEX. ROSS & Co.,

Sole Agents,

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[319]

No. 17,880.

號九十四百八千七萬一第

日六十月六年卯乙

HONGKONG, TUESDAY, JULY 27th, 1915.

二拜禮

號七十二月七年四國民華中

PRIOR, \$3 PER MONTH.

## THE HOME MAILS.

### TO ARRIVE.

July 27th—Europe (via Nagasaki), per s.s. NERA.

July 28th—Europe (via Siberia), per s.s. KASHIMA MARU.

### TO DEPART.

July 27th—Shanghai, North China, Japan via Nagasaki, Honolulu, United States, South America and Canada via San Francisco and United Kingdom via Canada, at 11 a.m., per s.s. SHINRO MARU.

July 27th—Europe via Siberia, at 11 a.m., per s.s. SHINRO MARU.

July 27th—Yokohama, Shanghai, North China, Japan via Kobe, Victoria, B.C., Seattle, and United Kingdom via Canada, at 8 p.m., per s.s. SADO MARU.

July 28th—Europe via Siberia, at 4 p.m., per s.s. NERA.

July 29th—Europe via Siberia, at 3 p.m., per s.s. SHINRO MARU.

July 29th—Straits, Colombo, Port Said, Marseilles, and United Kingdom, at 11 a.m., per s.s. KASHIMA MARU.

July 30th—Straits, Burmah, Ceylon, Aden, Western Australia, India, Aden, Egypt, and Europe, at 11 a.m., per s.s. KASHIMA MARU.

Aug. 7th—Straits, Burmah, Ceylon, Aden, Western Australia, India, Aden, Egypt, and Europe, at noon, per s.s. POLYNESIAN.

For further returns and for Mails to and from the Coast Ports, Manila, Singapore, etc., see the Post Office Notice on the last page of this issue.

## INTIMATIONS

### GREEN ISLAND CEMENT COMPANY

#### PORTLAND CEMENT.

In Casks 375 lbs. net.

In Bags 250 lbs. net.

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 9th December, 1914. [724]

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#### (MITSU BISHI CO.)

#### COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA

OGHI, MUTABE, YOSHINOYANI,

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AND KAMIMADA Collieries.

AGENTS FOR

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TOKYO.

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YOKOHAMA, OSAKA, KURE, TOKYO,

YOKOHAMA, NAGOYA, TSUBUGA,

SHANGHAI, HONGKONG, HANKOW,

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Cable Address for above: "IWASAKI."

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For Particulars, apply to

K. KATO,

Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 24th April, 1914. [540]

### PEAK TRAMWAY COMPANY.

#### LIMITED.

#### TIME TABLE.

##### WEEK DAYS.

7.00 a.m. to 8.00 a.m., Every 15 minutes.

8.00 " " " " " " " " " "

8.15 " " " " " " " " " "

8.30 " " " " " " " " " "

8.45 " " " " " " " " " "

9.00 " " " " " " " " " "

9.15 " " " " " " " " " "

9.30 " " " " " " " " " "

9.45 " " " " " " " " " "

10.00 " " " " " " " " " "

10.15 " " " " " " " " " "

10.30 " " " " " " " " " "

## MITSU BISHI

### DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contrail Condensers, Steam Manganese, Bronze Castings.

Parson's Steam Turbines and Turbo-Alternators, &c., &c.

#### NAGASAKI

TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Length on Keel Blocks ... 510 feet ... 350 feet ... 714 feet.

Width of Entrance on bottom ... 55 " ... 53 " ... 58 "

Water on Blocks at Spring Tide ... 25 " ... 24 " ... 24 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.

The Salvage Steamer "OURA MARU," 716 tons and 12 knots.

Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

#### KOBE

TELEGRAPHIC ADDRESS:—"WADADOCK," KOBE.

FLOATING DOCKS.

Lifting Power ... No. 1, 7,000 tons. No. 2, 12,000 tons.

Max. Length of Ship taken in ... 480 feet ... 580 feet.

Max. Breadth of Ship taken in ... 55 " ... 58 "

Max. Draft of Ship taken in ... 25 " ... 28 "

The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 8,000 tons.

#### HIKOSHIMA (Near Shimonoeki).

TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel Blocks ... 365 feet 0 inch.

Breadth at Entrance on bottom ... 58 " ... 0 "

Depth of Water on Blocks at Spring Tide ... 25 " ... 7 "

Floating Crane capable of lifting 40 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS

are closely connected with each other, enabling them to co-operate in the prompt execution

of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application. [606]

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### ADMINISTRATION.

#### KAIPING COAL:

Now well-known throughout the East for

STEAM RAISING, FORGING, STEEL MAKING, SHIPS

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Competes with the best quality English Cokes or

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HIGHEST FIREBRICKS GRADE

FIRECLAY.

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TELEPHONE No. 1030.

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Hongkong, 1st October, 1914. AGENTS. [44]

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TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY

OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE

FAR EAST AND EUROPE IS STILL VIA THE

SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

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of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between

Dairen and Changchun in connection with the Trans-Siberian Express Trains and with

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Connecting at Dairen with the Trans-Siberian Service to Yokohama.

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4th Class Fare ... 4th Class Fare ... 4th Class Fare ...

5th Class Fare ... 5th Class Fare ... 5th Class Fare ...

6th Class Fare ... 6th Class Fare ... 6th Class Fare ...

7th Class Fare ... 7th Class Fare ... 7th Class Fare ...

8th Class Fare ... 8th Class Fare ... 8th Class Fare ...

9th Class Fare ... 9th Class Fare ... 9th Class Fare ...

10th Class Fare ... 10th Class Fare ... 10th Class Fare ...

11th Class Fare ... 11th Class Fare ... 11th Class Fare ...

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PRICES AND PARTICULARS FROM—

WM. STEWART & CO.,

ALEXANDRA BUILDINGS,

SOLE REPRESENTATIVES.

Hongkong, 1st December, 1914. [33]

## WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and

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Teak and Hardwood supplied Machine Sawn to any Dimensions.

Floorings—Sawn to Order.

Philippine Hardwood Wharf Piles in lengths up to 60 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the

splendid range of Philippine Hardwoods suitable for constructional purposes.

Prices and Samples on application.

Telegrams—Rosenwood. Telephone No. 1463. P.O. Box No. 639.

Hongkong, 2nd May, 1914. [51]

## THE YOKOHAMA DOCK CO.,

### LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkins's.

DRY DOCK DEPARTMENT:—Telephone Nos. 373, 504, 631, 2050, 3470.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 375 ft. NO. 3 DOCK. Docking Length 451 ft.

Every description of repair work undertaken. A large assortment of material

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lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,

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99 buildings, principally of brick and steel, containing private bonded warehouses

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Probably you tell your boy to get just "Oil" from the Compagnie. Why not tell him to get

"FISH" OR "CROWN"?

It is just as easy, and you will be certain to get something good. Besides, you will pay less.

THERE IS NO BETTER OIL THAN

"FISH."

Packed in cases. Price \$3.75 per case. THE BEST OIL FOR ORDINARY HOUSEHOLD USE IS

"CROWN."

Packed in naked tins without cases. Price for 2 tins, \$3.50.

KUI YICK & Co.,

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Hongkong, 7th June, 1915.

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**NEW CARTRIDGES.**

BY popular English Manufacturers In all Bore and Sizes.

SMOKELESS POWDER and CHILLET SHOT. From No. 10 to 55SG. at 16, 17 and 18.50 per 100. SPORTING REQUISITES and ALL GUNS in Variety.

Inspection Invited.

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Hongkong, 4th February, 1915.

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Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

Telephone 1219.

Hongkong, 4th February, 1915.

## KWANGTUNG FLOOD RELIEF FUND.

The Tung Wah Hospital begs to acknowledge with thanks the following donations to the Kwangtung Flood Relief Fund:

T. T. from Chinese Benevolent Society of Vancouver	2,000.00
Union Insurance Society of Canton, Limited	2,000.00
Messrs. Chu Kwong Lan	300.00
Chinese staff of the Hongkong Tramway Co., Ltd.	200.00
Messrs. Shing On	200.00
Mr. Leung Chak Chuen	100.00
Pacific Mail S.S. Co. Native Branch	100.00
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Kwong Wah Hospital collection No. 8	355.11
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Messrs. Nam Hing Lung	60.00
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Messrs. Nam Lee Loong	50.00
Messrs. Kung Shan Loong	50.00
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Messrs. Yee Tak	50.00
Messrs. On Yee	50.00
Messrs. Yuen Sang	50.00
Mr. Chan Chan Pong	50.00
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Messrs. Hau Hing	50.00
Messrs. Kwong Fat Loong	50.00
Messrs. Hung Cheung	50.00
Messrs. Sam Wing Hing	50.00
Messrs. Wing Mow Sang	50.00
Messrs. Wing Cheung	50.00
Messrs. Cheung Yau	50.00
Messrs. King San Tong	50.00
Messrs. King Wa	50.00
Mr. Ip Wai Pak	50.00
Mr. Shiu Mun Cheung	50.00
Messrs. Shing Tai	50.00
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Messrs. Wing Cheung Loong	50.00
Mr. Lau Hi Shing	50.00
Messrs. Wing Hing Cheung	50.00
Messrs. Kwong Sang Wing	50.00
Messrs. Mee Cheung Loong	50.00
Messrs. Man Sit Hing	50.00
Yu Pak Sau Tong	50.00

Already acknowledged \$242,831.52

Total \$264,361.06

## HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

LEAVE.

Corpl. A. Hamilton is granted leave of absence from 1.15 to 9.15.

PARADES.

Parades for Tuesday, 27th instant:

3.30 p.m. Nos. 1 and 2 Section Artillery.

Batt. and Left Section M. G. Co.—10 p.m. Gun drill (gunnery), target shooting and signalling at Headquarters.

Sergt. McCubbin will attend.

3.30 p.m. Right Section M. G. Co.—All recruits who have not been passed out (including latest joined), Squad drill and Skirmishing on Cricket Ground.

5.30 p.m. Scouts Company—Company drill and Skirmishing on Cricket Ground.

5.30 p.m. Stretcher Bearer Section—Instruction at Headquarters. Remainder, nil.

DETAILS.

(Gun Club Hill, Kowloon):

On duty until 30th instant—Scouts Company.

Officer on duty—Lieut. Murphy.

Detention Camp, Kowloon:

Officer on duty—Capt. Wood.

On duty to-night—Civil Service.

M. G. Co.

Officer on duty—Lieut. Danby.

Orderly Officer until 30th instant—Lieut. Murphy.

Orderly Sergeant until 30th instant—Corpl. Shenton.

NOTE.—O. C. Companies and Sections may allow their units to parade for duty at Kowloon without jackets if they wish, but every N. C. O. and man of a guard must be dressed in the same manner.

G. E. STEWART, Captain, Adjutant, H.K.V.R.

## HONGKONG POLICE RESERVE.

PARADES (CENTRAL POLICE STATION).

Tuesday, July 27th.—N. C. Officers' Parade under 12 S. P. 6 p.m.

Wednesday, July 28th.—Recruits of Portuguese Company under Crown Sergeant O. M. S. Alves, 5.30 p.m.

Thursday, July 29th.—Recruits of Chinese Company, 5.30 p.m.

Friday, July 30th.—Combined uniform Parade, British Company at Volunteer Headquarters, 6 p.m. Portuguese and Chinese Companies at Central Police Station, 5.40 p.m.

Police Reserve.

Members of the Police Reserve are warned that a certain number of men are about to be called on to perform police duties, taking the place of the members of the regular police who have proceeded to the front. The hours of duty on week-days will be from 6 p.m. to 9 p.m. and 9 p.m. to midnight. A notification will be issued.

## SHIPPING NOTES.

The number and tonnage of merchant ships under construction in American shipyards has nearly tripled in the last year.

The Japanese cargo-vessels now engaged in the Australian and American services total 20 and 14 respectively. The majority of the above vessels are under foreign charter.

A steamer of 2,500 tons class now under construction at the Osaka Iron Works to the order of the Osaka Shosen Kaisha for its regular Tientsin service will be launched this month. She has been christened the *Konan Maru*. Her sister ship, christened the *Kohoku Maru*, intended for the same service, will also be launched towards the end of this month from the Kawasaki Dockyard, Kobe.

The opening of export trade between Seiton (Tientsin) and Europe, which was once projected by a British resident of that port, says a Japanese paper, has been pigeon-holed owing to unavoidable circumstances. The Nippon Yusen Kaisha, which shipped by the s.s. *Saikio Maru* on each homeward trip of hers 50 tons or 100 tons of cargo from Seiton to Kobe for transhipment there for Europe, now contemplates to make some of its European cargo-boats call at Seiton exclusively for loading purposes.

## THE HANYANG IRON WORKS.

There are forty foreign engineers and 8,050 Chinese labourers working in the Hanyang Iron Works. The plant can produce 15,000 tons of pig iron every month, steel rails to the amount of 7,000 tons, and practically unlimited quantities of plates and nails. The ground occupied by the works is upwards of 100,000 square feet. It has a capital of \$20,000,000. According to the works secretary's annual report, the work at Hankow, Tachow, and Pinghsiang was carried on smoothly during the past year. The output of pig iron for the past year is estimated at 135,000 tons, while steel rails, a total of 98,536 tons; 900 tons of bolts, a total of 1,200 tons of fire bricks also were made. At Pinghsiang Colliery, 500,000 tons of coal was produced, of which 105,000 tons was turned into coke. The Tachow mine produced 450,000 tons of iron ore. During the past year at the Hanyang works, a No. 4 blast furnace and a No. 7 steel furnace were constructed, while extensions were made in the steel plate factory, rail mill, and the fire brick factories.

## ZEPPELIN OVER THE THAMES.

ATTACK ON A N.Y.K. STEAMER.

A telegram reaching Japan some weeks ago reported that the N.Y.K. steamer *Yasaka Maru* had been attacked by a Zeppelin in the Thames. It appears from information now reaching Japan by mail that the vessel, which was lying in the docks at the time, had a very narrow escape. Says the *Japan Chronicle*, Mr. S. E. Lucas has received a letter from his sister, Mrs. G. W. Barton, of Hongkong, giving a very interesting account of the incident. The lady writes: "Before going any further I must tell you of a very narrow shave we had at the Victoria Docks. After having been through a very anxious trip from Marseilles we quite thought that all our troubles were at an end, and went to bed peacefully on Friday evening. At 2 o'clock in the morning we were awakened by a tremendous crash and quite thought our last moment had come. I clutched the infant and rushed out into the passage, where several of the passengers had collected, and we all stood there in pitch darkness expecting another crash at any moment. It appears that a Zeppelin had kindly dropped bombs on either side of our ship. Several windows were smashed, and in the second class a cabin was badly damaged, a shot going clean through. Fortunately the occupants had left that very evening. I can't begin to tell you what an awful shock it was for us, and how thankful we felt when the daylight came and



## SWATOW NOTES

(FROM OUR OWN CORRESPONDENT.)

SWATOW, July 21st.

## THE CHINESE PATRIOT.

Two ideas hold the field in the vision of the Chinese patriot at present: one is the strengthening of the financial position of the Chinese Central authority. The other is the fostering of national products. Both ideas are estimable and should be encouraged. The misfortune is that at present both ideas are tinged with bias against her powerful neighbour. This will gradually, no hope, disappear as their pat ideas become realities. The assumption—founded on fact—is that they have suffered grievously and that that has come about owing to their state of unpreparedness, i.e., their chaotic condition as a nation. At present the Government condemns any spirit of boycott. They may well eliminate that feature from their programme and yet hold to their principles. The fostering of their resources cannot be found fault with by friend or foe. The Chinaman is well aware of that, and he holds before the eyes of the crowd their humiliation. A new society has arisen known by the name "Remember Humiliation Society." Its members must use as much as possible home manufactures; the members of this society were bound by an oath to abide by its rules.

## MADE IN CHINA.

There have recently come into the market large supplies of matches "made in China." Swatow is going to have a match manufactory of its own and shares at ten dollars each are being sold and heartily bought. All such enterprises will, of course, largely benefit the population, and Swatow with its great hinterland, will more and more demand facilities of this kind.

## FLOODS.

Great floods have devastated parts of our neighbourhood, as in the Canton region. The rain seems to have fallen with greatest severity on the borderlands of the three provinces of Canton, Fukien and Kiangsi. The force of the floods in these regions has been terrific. Whole villages have been swept away. The loss of life is difficult to estimate. A tongue of land on which partly the Tingchow city is built and at the point of which two rivers unite their forces has been denuded of its buildings. The loss of life and property must be very high indeed. These heavy rains have been quite phenomenal and may be due to the "spot" activity in the sun. These floods came on just as people about here were harvesting. No sunshine appeared for many days. The consequence was that much of the grain got coloured and began to sprout. Had the storms continued for a few days longer the results would have been calamitous.

## PLAGUE.

Although little is said about plague at present, there is a good deal of it, notwithstanding. A government school in Chaochow was closed during examination time because a student on rising one morning found ten dead rats in his room!

## GAMBLING IN KWANGTUNG PROVINCE.

Sometime ago it was reported that the Cantonese officials removed strictures on gambling. Now it is stated that so strong and determined has been public opinion against this backward move that the officials have resorted to strict prohibition as before. A man disregarding the law in the matter was caught red-handed at Kityang and fined two thousand dollars. One thinks that justice should demand that these dollars be paid by the Canton officials!

A meritorious exhibition has been opened recently in Swatow. It is with a view to examine and compare the various handicrafts of the schools. The Inspector-General of Kwangtung Schools came to see for himself and was highly gratified with the results. I understand that it is the first of the kind which has taken place in Swatow.

## OPIMUM SMOKING.

I gather that in many places there is a genuine attempt to put down the habit of smoking opium. In Tapu quite recently there has been a burning of opium utensils.

## THE BEST OF ALL.

I have lived and I have loved;  
I have waked and I have slept;  
I have sung and I have danced;  
I have smiled and I have wept.  
I have won and I have lost;  
I have had my fill of pleasure.  
And all these things—but two things  
Were emptiness and pain,  
And love—it was the best of them,  
And sleep—worth all the rest of them.

## RIVER CONSERVANCY IN KWANGTUNG PROVINCE.

Translation of the Report of the Director-General of the Bureau of River Conservancy in Kwangtung.

The Bureau of River Conservancy of Kwangtung Province has been organized by a Presidential Mandate, and Mr. Tan Hsueh-hung has been appointed Director-General to take charge of the conservancy work. For a preliminary inspection of the water courses, the temporary service of Mr. Hugo van Heidenstam, Chief Engineer of the Huangpu Conservancy Works, has been secured, as was publicly announced on January 1st. Mr. Heidenstam arrived in Canton on January 20th, and started on February 2nd with Director-General Tan for a reconnaissance of the rivers as far as Yow Tan Tan, above Wuchow, on the Si Kiang; Lan Kiang, Wei, on the Pei Kiang; and Tan Tan on the Tung Kiang. Careful examinations have also been made of the important tributaries of the above-named rivers, which included the trip to examine the elevation of the land between Hsin Hsing and Kwei Ping with a view to ascertaining the possibility of excavating new outlets to the sea. Extensive investigation has been made throughout the trip concerning the causes of floods, by gathering information from the Maritime Customs authorities and by taking instrumental records with regard to the rainfall, discharge of water, velocity of current, and the width and depth of the rivers.

Director-General Tan and Mr. Heidenstam returned to Canton on February 14th, when Mr. Heidenstam had to return to Shanghai owing to the urgent engineering works of the Huangpu Conservancy. He left for Shanghai on February 19th. As a result of the reconnaissance trip, Mr. Heidenstam has expressed the opinion that a year's time will be required to make a careful survey, and examination of the important rivers and determine the methods of building the dikes, from which complete detailed maps have to be prepared. Then, with the data thus obtained, proper construction plans can be determined. The survey work must precede the actual construction work, without which it is impossible to determine the construction plans and to estimate the construction expenditures. Mr. Heidenstam has therefore drafted a general plan for the survey work and has recommended a Swedish engineer to be the engineer and surveyor of the Kwangtung River Conservancy Bureau, which has been approved by Director-General Tan. Mr. Heidenstam advised that the engineer should proceed to make an examination of the rivers, and, when this is completed, to go to Shanghai to study the Huangpu Conservancy Works and have a personal discussion with Mr. Heidenstam. The engineer assumed his duty on March 1st, and on March 3rd he started with Director-General Tan for another reconnaissance trip of the rivers, following the same routes as were taken on the first trip. It happened then that the water along the routes was at its lowest level, for which many water marks have been established on the rivers as a basis of comparison with the survey records. The Engineer and Director-General Tan returned on March 11th, and the Engineer left for Shanghai on the same day.

The general plan of survey drawn up by Mr. Heidenstam, agreed to by the Engineer, and approved by Director-General Tan, comprises seven parts, which will be carried out with organized survey parties as soon as the Engineer returns from Shanghai. The survey work on the Si Kiang from Mo Tao Men to Wuchow is divided as follows:

- 1.—Leveling survey of the water courses.
- 2.—Survey of important tributaries and other important points such as river junctions, shallow waters and gorges.
- 3.—Observation stations should be established at selected points for measuring and recording the velocity of current and discharge of water. The data thus obtained shall be used for plotting the velocity and discharge curve in order to determine the relation between water level and the discharge of water.
- 4.—Inspection and boring, if necessary, of the river banks and river beds.
- 5.—To ascertain the amount of mud carried by the river and its tributaries in summer and winter.
- 6.—Observation of rainfall should be taken at various observation stations, where water gauges and dike gauges, if necessary, should also be established.
- 7.—Survey of the large dikes, from which plane and side view maps are to be prepared.

To complete within a year the survey of numerous dikes and water courses covering such a wide area requires division of work; it is proposed to organize six survey parties, each taking up a division and all working at the same time. The estimate for survey expenses, Mr. Heidenstam for survey expenses, purchase of survey instruments and steam launches, stationery and sundry expenses far short of what is required. Since the commencement of the Bureau, \$20,000 has been received, being the remittance from the Kwangtung Guild of Peking; \$100,000 in subsidiary coins has been transferred from the Famine Relief Office to this Bureau by order of Governor Li, and \$20,000 has been transferred to this Bureau from the provincial funds through the request of the Eighth District Guild of Hongkong. The total amount of the above receipts is approximately over \$110,000, which falls far short of the expenditure estimated by Mr. Heidenstam. In view of the above circumstances, the Director-General desires to exercise strict economy in the administration of the affairs of the Bureau, and to do his best in devising means to make good the deficiency.

The Si Kiang rises in the plateau of Yunnan and flows into the Si Kiang near Sunchow. Thirty miles above its confluence with the Liu Kiang, the Si Kiang first joins the Hungshui Kiang, which flows into Yunnan and has been regarded also by some authorities as the parent stream of the Si Kiang. Running

through a length of 1,250 miles, it comes down in its course a large quantity of sand and mud which silt up at various points in the river, on account of the irregular shape of the field enclosures along the lower course. Such silt up inevitably raises the river bed, thus forming patches of shoal water here and there. In addition to such obstacles, the river unfortunately has no outlet from Wuchow to Samshui and the dikes have not been built systematically according to the principles of conservancy. As a result, the area around the lower course was always flooded whenever there was an overflow in the upper course. For the purpose of a proper conservancy, the following five plans have been suggested:

- 1.—Prevention of Overflow.—There are two different ways for the prevention of overflow, the establishment of reservoirs in the upper course and extensive afforestation. As the upper course of the Si Kiang runs through many mountainous districts with rich valleys, the cost of purchasing the fields together with that of building the reservoirs must be so great that it would be beyond the means of the Bureau to carry out. Moreover, there will be the maintenance cost of the reservoirs from which no profit can be derived. So the plan of building the reservoirs is out of the question. On the other hand, the plan of extensive afforestation is adaptable. The forests can absorb quantities of rain water like a sponge, and the roots can hold the soil firmly in place and help resist erosion, which furnishes the chief supply of silt in the river. Apart from this protective value, extensive afforestation also has economic value in the production of wood. It is advantageous, therefore, that this plan should be adopted for the purpose of preventing overflow, although its effect could only be brought about in a slow manner. It is now under consideration with a view to securing the co-operation of the administrative authorities of the Si Kiang valley in carrying out the plan.
- 2.—Dredging.—The formation of patches of shoal water is evidently due to silt caused by the irregular shape of the field enclosures in the lower course. It is also due to the fact that the unevenness in the width of the river has the effect of reducing the running force of water through wide sections so as to allow the silt of sand and mud which it carries. In coastal countries, where conservancy work is efficiently carried out, it is quite common to have dikes built in wide sections of the river in order to keep at an even rate the discharge of water, thereby preventing silt in any form. This method can well be applied in this case together with extensive dredging of the river beds, and also for widening the narrow parts of the river. A definite plan will be decided upon after a careful survey.
- 3.—Dividing the Water Force.—Had there been an outlet from Wuchow to Samshui, the force of the water could have been easily divided. The lack of it has led to the proposal of building one. Several surveys have already been made by the Government Army Survey Office in Canton. The Hsin Hsing Kiang and Yang Chun Kiang routes, via Tien Tang, Heu and Yang Chun Hsien, which has been formerly proposed, has been found impracticable for lack of adequate river and grading. The Hsin Hsing Kiang and Kai Ping route, via Chi Chi Wa, has the advantage of proper river grading, only the passage around Chin Chi Wa is highly mountainous so as to render excavation work difficult. Fortunately for the latter route, there is another intermediate point where the desired work can be easily effected, and that is via Kuo Ming Ho. When this route is open, it will be easy to lead the water from Kai Ping into the sea. The question now is to have a careful survey of the latter route and also a general survey of the surrounding districts with a view to finding a still better route.
- 4.—Repair of Dikes.—It has been a regrettable fact that the dikes built in the past have been done unsystematically and that without co-operation and culverts have been the chief cause for the breaking of the dikes. The dike built in Sang Yuan Wei was well done with cement and sand, whereas those built in Chen Tang and Ta Wa were made of gravel and earth. The natural result was that the latter was weak, and broke before the violence of the current. Again, the dike built in Lan Kong Wei, which has been considered one of the best, broke shortly before the inspection trips. Mr. Heidenstam, the engineer, had occasion to be of the opinion that the causes, and he was of the opinion that the breaking was due to lack of proper foundations. Had the foundation been scientifically laid down, such trouble could have been easily avoided, and a large amount of expenses for its repair could have been saved. In view of these circumstances, it is highly important that this Bureau should establish a separate office supervising, inspecting, and taking charge of all affairs relating to the construction, repair, and while the work of financing, issuing tenders, granting contracts, and dividing the local management, the above office should be responsible for the uniform adoption of the plans authorized by the engineers of this Bureau, the object being to effect a uniform system in the work.
- 5.—Improvement of the Lower Course.—In addition to the field enclosures in the lower course there are many areas, are dams which, like the field enclosures, are built by local people, and calculated to derive selfish local benefits with no regard for the general welfare. Such works, being sometimes the cause for the overflow of water, should be destroyed in the interest of the public, and any similar additions should be strictly prohibited. It is the intention of this Bureau to conduct a careful survey for the purpose of carrying out these measures effectively. It is sincerely hoped that these five proposed plans for conservancy of the Si Kiang River will meet with the general approval of the public, and will forth its united support. The surveying work is expected to be completed a year from now, but the actual work will need much more time in its execution. While the work is just begun, the seasonal overflow is fast approaching. Preparations on the part of the public to meet such an emergency should be done right now, before it is too late.—Peking Daily News.

## THE FREIGHT MARKET.

Messrs. Snowman & Co. in their freight circular dated July 24th, says:—

When reporting last under date of the 10th instant we hinted at the possibility of an improvement in freights, especially in the rate from Saigon, and this—for a time—has come to pass, inasmuch as a sudden strong demand for tonnage was created due to the devastation caused by the disastrous flood in the West River Districts, resulting in the settlement of a couple of medium-sized steamers at between 50 to 54 cents per picul to meet most urgent demands for rice for the relief of sufferers. Even Shanghai, which had on all previous occasions been unaffected, has been inundated to a depth from 4 to 6 feet, and it is reported that the standing crops, which, in some districts have been up to 8 feet under water, are completely ruined.

After this the rate Saigon to Hongkong advanced to 54 cents, top rate so far paid this season. Nothing better than 47 cents, however, is quoted at the close, pressing needs for the moment evidently being satisfied.

The North reports under date of 24th instant that rates have stiffened in various directions, and that Coal tonnage is almost unobtainable except at prohibitive rates.

Rice exports from Saigon from 1st January to 14th of June amount to 402,770 tons as compared with 335,769 tons during corresponding period last year. Quotation stands for July-August shipment at \$4.17 per picul f.o.b. against \$4.14 same date last year.

Saigon/Philippines.—Chartering business during the interval has again been confined to Philippine-owned vessels on basis of 52 centavos per picul to Manila and 58 centavos to outports.

Saigon/Java.—One of Japanese boats under timecharter to Bangkok Charterers has been chartered for two trips and satisfied with 65 cents per picul, August/September loading.

Bangkok to this.—Tonnage on the regular run is sufficient for present offerings on the berth. The rate now stands at 90 cents per picul for inside bar loading.

NEWCAWANG/CANTON.—Another charter was put through at 55 cents per picul, same rate as last.

COAL FREIGHTS from Japan are much easier; coal cargoes arrived recently intended for Canton had to be discharged in Hongkong on account of the scarcity of lighters and the impossibility of obtaining godown space in Canton for the time being.

FIXTURES REPORTED.—Haiphong/Swatow \$6.25 Swatow currency, Hongkong/Hongkong \$4.00, Hongkong/Saigon \$3.00 and Port Court/Swatow \$3.50 per ton. Sail Tonnage on the Berth.—None.

Messrs. Snowman & Co.'s advice received from London dated 18th June, 1915, are as follows:—

Referring to our report of the 11th instant the weaker feeling is more in evidence, and rates generally show decided drops, the fall in wheat prices on this side having practically stopped the chartering from the grain ports. Time Charter rates, however, continue firm, and Charterers evidently consider that freights will improve again when the Autumn crops have to be moved.

FAIR EAST.—Tonnage is easier, and although owners are offering boats at down to 75% from Vladivostok, merchants are unable to do business even at this comparatively low figure.

PHILIPPINES.—The States have taken a boat at \$13 on d.w. but U.K. Charterers are still without their tonnage.

TIME CHARTER.—Steamers are in moderate demand, and for the Transatlantic trade several boats have been taken at rates ranging from 15/- to 16/6 according to type of boat, and also period. For a steamer suitable for live stock 15/- is firmly offering for 12 months. Time Charter with delivery and redelivery on this trade, while for the coal trade, 12/6 to 14/- can no doubt be done for 6 months, and one steamer is reported as having obtained a charter for 7 years, but up to further details. There are several enquiries on the market at round about 6/- to 6/6 for any periods from 3 to 6 years. For a boat giving delivery and redelivery in the States 12/3 was paid for prompt delivery in Australia for one trip secured 15/6. This appears to cover all the business concluded since we last wrote you.

## THE FAMOUS "LABYRINTH."

WON FOOT BY FOOT.

The official description of the conquest of the "Labyrinth" states:—Our offensive north and south was continually exposed to the fire of this stronghold of blockhouses, trenches, shelters, and saps. Hence the commander ordered the capture of the "Labyrinth" foot by foot.

After two regiments had secured a footing on May 30th, one attacking north, and the other west, our men proceeded along the saps, driving back the enemy step by step. We fought like demons with these burrows, crushing the Germans with hand grenades, and breaking down barricades made with sacks of earth, which the enemy continually threw up. The French, maddened by the sun striking hotly into the saps, fought bareheaded in their shirt sleeves. Everyone was covered in blood, and the monotonous days witnessed deeds of incomparable valour.

On June 1st a lieutenant and a soldier reconnoitred the centre of the enemy's resistance by scaling a high barrier obstructing a sunken road. The works seemed weakly held, so the lieutenant sprang down, calling his company to follow. Ten minutes later 250 Germans were taken prisoners by 65 Frenchmen. We pushed the trench-guns ahead, and with each advance they threw enormous projectiles at short range, which terrified the enemy.

When the final assault commenced, the 16th French Regiment ran across a field of red poppies, jumped the stronghold, and captured it. In 10 minutes the Germans in the "Labyrinth" lost the whole of the 16th Regiment. We took 1,000 prisoners, the rest being dead; and we decimated a Bavarian regiment. The French lost 2,000, many of whom were only slightly wounded.

## INTIMATIONS

**LANE, CRAWFORD & Co.**  
Telephone 1741.

## NEW SEASON'S TEA.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.

Without doubt the Finest Blend of TEA at the Price to be had in China.



**LANE, CRAWFORD & Co.**

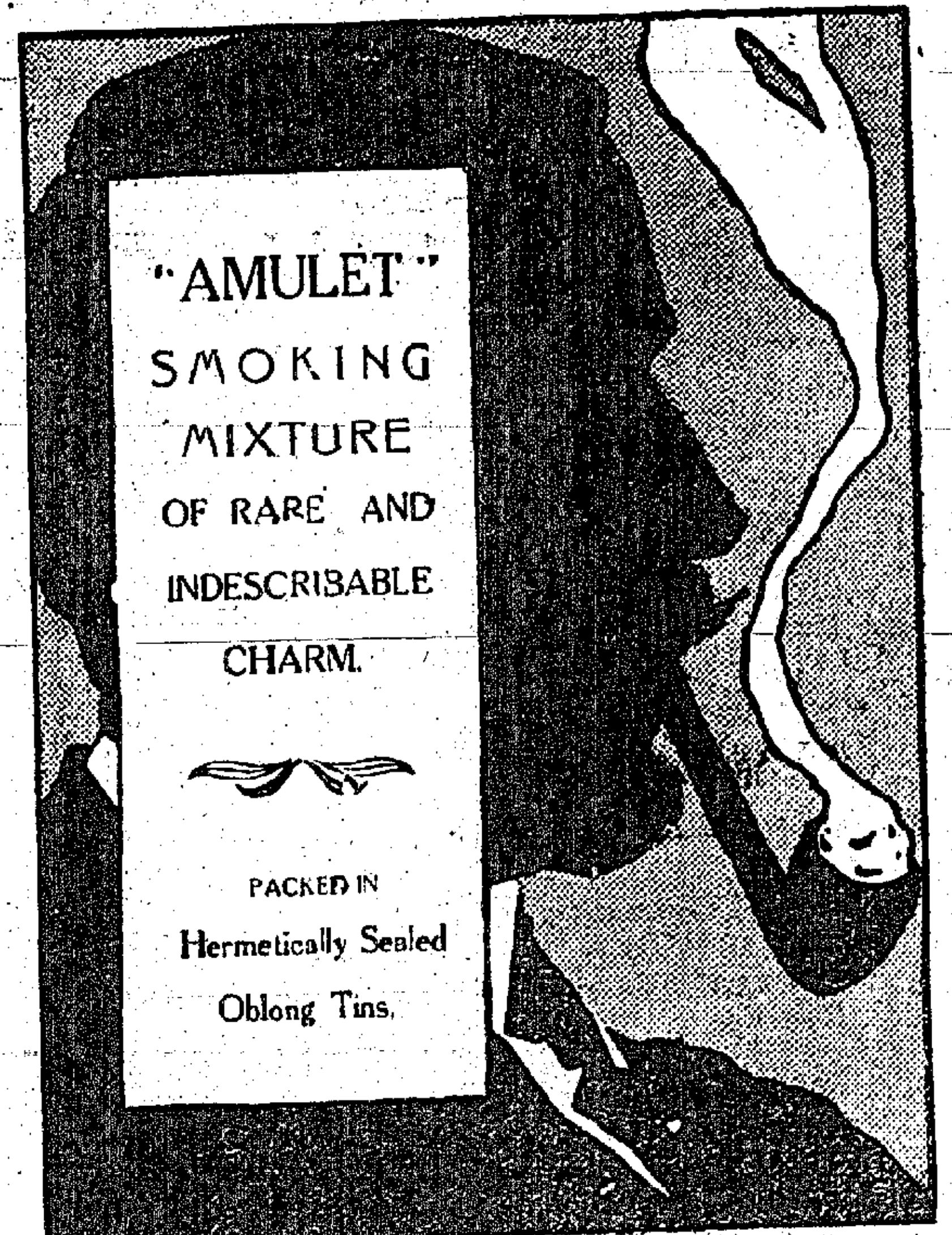
ARE NOW BOOKING ORDERS FOR THIS FINE SPECIALLY BLENDED

## FOOCHOW TEA.

PRICES:—Including Freight, Duty-Delivery and Insurance to any address in the United Kingdom.

Per 10 Catty Box, \$21.00. Per 5 Catty Box, \$11.50.

[22]



In each 11lb. tin there is a real French Briar Pipe. \$1.10 per 11lb. tin.

A shipment arrived in the Colony from London on the 16th July. Purchase your supply at either: KELLY & WAISE, LTD., VICTORIA DISPENSARY, LANE, CRAWFORD & Co., A. S. WATSON & Co., Ltd., HONGKONG CIGAR STORE.

REMEMBER THAT "AMULET" IS THE ONLY TOBACCO THAT GIVES YOU A PIPE WITH EACH TIN. Hongkong, 20th July, 1915.

[778]

## BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

## "HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU. AND SO

KEEP IN TOUCH WITH THE FAR EAST!

ALL THE NEWS OF THE WEEK FULLY RECORDED, INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES!

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## NEW ADVERTISEMENTS

## THE HONGKONG AND CHINA GAS CO., LTD.

THE COMPANY will be pleased if Consumers or Prospective Consumers of GAS for Cooking or Heating purposes will allow the Company's Lady Cassaver (who speaks English and Chinese fluently and has a practical knowledge of Gas Appliances) to call in order to demonstrate to them or to their Servants the proper method of using Gas Cookers, Water Heaters, &c., and how to obtain the best results from same. A few hints on the matter given personally will be found of considerable assistance.

A post card or letter to the Company asking such assistance will be given early attention.

GEORGE CURRY,  
Local Secretary.  
Hongkong, 26th July, 1915.

## FLOOD RELIEF.

GRAND ENTERTAINMENT in St. JOHN'S HALL, 8 Sham Road (opposite the University), TONIGHT (TUESDAY) July 27th at 8 o'clock.

Latest Cinematograph Films, and Items by Eminent Artists. Refreshments, &c., during interval.

Tickets \$2 and \$1, to be obtained at Messrs. A. Tack, Des Voeux Road, Hongkong, 24th July, 1915.

## HONGKONG CLUB.

## WANTED.

AN EUROPEAN STEWARD.  
Apply in writing to—  
The SECRETARY,  
Hongkong, 21st July, 1915. [785]

## WANTED.

YOUNG EUROPEAN for Sales Department (Sundries) in Mercantile Office.  
Apply to—  
"T. L.,  
Care of "Daily Press" Office.  
Hongkong, 22nd July, 1915. [786]

## NOTICE.

FROM August 1st, 1915, my Offices will be removed to No. 2, CONNAUGHT ROAD, Third Floor.  
Telephone 1209.  
P.O. Box 538.  
G. MARTINI,  
Export-Import.  
Hongkong, 26th July, 1915. [791]

## NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership hitherto carried on by Sir SASSOON DAVID, Esq., and ABRAHAM JACOB DAVID, Esq., at Hongkong and Shanghai under the name and style of S. J. DAVID & Co., has ceased and determined as from the Twenty-First day of July, One Thousand Nine Hundred and Fifteen.

The Liquidation of the said Firm in Hongkong and Shanghai has been undertaken by the private Company with limited liability registered at Hongkong under the name of S. J. DAVID & Co., Ltd., and all Debts due by or owing to the said Firm will be discharged and received by the said limited Company.

S. J. DAVID & Co., Ltd.  
Hongkong, 26th July, 1915. [779]

NOTICE IS HEREBY GIVEN that the Private Company with limited liability registered at Hongkong under the name of S. J. DAVID & Co., Ltd., has undertaken the Liquidation at Hongkong and Shanghai of the Firm of S. J. DAVID & Co. (among other things) will carry on the Business of the said Firm; and will discharge and receive all Debts due by and owing to the said Firm in Hongkong and Shanghai.

S. J. DAVID & Co., Ltd.  
Hongkong, 26th July, 1915. [779]

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA.  
SIXTEEN MILLION DOLLARS (\$16,000,000).

SUPPLEMENTARY ISSUE OF EIGHT MILLION DOLLARS (\$8,000,000).

SUBSCRIBERS to the above LOAN are hereby notified that the interest instalment for the month of July amounting to Dollars One Hundred and Twenty Thousand (\$120,000) has been duly received by the Under-secured and brought to Loan Service Account.

F. A. AGLEN,  
Inspector General of Customs,  
and Vice-Chairman of the Bureau of National Loans.  
Inspecorate General of Customs,  
Peking, 15th July, 1915. [793]

## WHANGPOO CONSERVANCY BOARD.

## NOTIFICATION No. 58.

## TENDERS FOR TUGS AND BARGES.

TENDERS are hereby invited for the following items:

A. ONE TUG-BOAT for Towing of Dredging, Dredging Barges, etc., with Engine developing about 400 H.P.

B. ONE TUG-BOAT for Towing of Dredging Barges, with Engine developing about 250 H.P.

C. THREE COPPER-BARGES (to be employed by pump-out only) of a loading capacity of about 320 cubic yards of sand.

Each of the above items should be tendered for separately. Seals for tenders for any or all of the above vessels, addressed to the "WHANGPOO CONSERVANCY BOARD, Shanghai," and marked "TENDERS FOR TUGS AND BARGES," must be sent in to reach the Board before Noon on MONDAY, September 27th, 1915.

General applications for the above vessels will be supplied on application to the Engineering Department, c/o Kowloon Road.  
The Board will not be held responsible to accept the lowest or any tender.  
WHANGPOO CONSERVANCY BOARD.  
Shanghai, 15th July, 1915. [778]

## INTIMATIONS

## KOWLOON CRICKET CLUB.

AN EXTRAORDINARY GENERAL MEETING will be held in the Club House, TO-DAY (TUESDAY), the 27th July, 1915, at 6.30 P.M.  
Business:—Addition to rules as per circular.  
L. J. BEACH HURN,  
Hon. Secretary.  
Hongkong, 26th July, 1915. [782]

## ROYAL HONGKONG GOLF CLUB.

## NOTICE OF EXTRAORDINARY GENERAL MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Members of the above Club will be held at the Club House, Happy Valley, Hongkong, on THURSDAY, the 29th day of July, 1915, at 5.30 P.M., when the following Resolution will be proposed as an Extraordinary Resolution:—

"That the Articles of Association of the ROYAL HONGKONG GOLF CLUB be altered in the manner following:—

"That the following words be inserted in Article 42 after the word 'Creditors':—

"as be the subject of a nation between 'which and Great Britain a state of war exists.'"

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

By Order,  
T. W. HILL,  
Acting Honorary Secretary.  
Hongkong, 26th July, 1915. [780]

## IN THE MATTER OF THE ALIEN ENEMIES (WINDING-UP) ORDINANCE, 1914.

## IN THE MATTER OF BEHN MEYER &amp; COMPANY, LIMITED, AN ENEMY COMPANY WITHIN THE MEANING OF THE SAID ORDINANCE.

## NOTICE OF SALE OF FREEHOLD AND LEASEHOLD LANDS AND HOUSES.

SITUATE AT Collyer Quay, De Souza Street, Prince Street, Robertson Quay, Kanisah Marican Road, Mohamed Sultan Road and Grange Road, Singapore.

## TO BE SOLD BY PRIVATE TENDER.

The 31st August, 1915, has been fixed as the last day for the acceptance of tenders. Copies of the Particulars and Conditions of Sale and form of tender can be obtained on and after the 25th June, from the Liquidator at No. 4, Collyer Quay, Singapore, or from the Undersigned.

SISSON & DELAY,  
162, CRANFORD ALLEY, Singapore,  
Solicitors for the Liquidator.  
Singapore, 1st July, 1915. [768]

## TRAVELLERS' RESTRICTION ORDINANCE.

THE PUBLIC are informed that the PERMANENT PASS issued by the PROVOST MARSHAL will not be available after August 7th next. Any person desiring to renew a PERMANENT PASS should give Notice to the CAPTAIN SUPERINTENDENT of POLICE stating in full the reasons for his request, the places to which he desires to proceed, the average number of journeys made out of the Colony a month, and at the same time return the Permanent Pass in his possession.

If the application is granted it will be necessary for the applicant to forward two copies of his photograph, and call personally at the Central Police Station.

The size of the photograph should be about 2" x 3".

C. McI. MESSER,  
Captain Superintendent of Police.  
Hongkong, 10th July, 1915. [772]

## ANY EUROPEAN, Non-Asiatic or Indian.

desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Hongkong, 10th July, 1915. [738]

## FOR IMMEDIATE SALE.

ROAN Pony Ideal Dublin, winner and placed twice last meeting, sound, very good pace; should win a race.

Apply—  
Lt.-Col. WYNDHAM-QUIN.  
Hongkong, 10th July, 1915. [739]

## GIVE YOUR RAZOR A NEW LEASE OF LIFE.

Remember we do all kinds of grinding and edge making. We sharpen Clippers, Shears, Scissors, Pocket Knives, Surgical Instruments, etc.

WE SHARPEN EVERYTHING.  
CAMPBELL, MOORE & Co., Ltd.  
Hongkong, 22nd July, 1915. [687]

## PUBLIC COMPANIES

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of Three and Half Dollars per Share for the six months ending 30th June, 1915, will be Payable on THURSDAY, the 29th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 26th July, to THURSDAY, the 29th July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Acting Secretary.  
Hongkong, 13th July, 1915. [767]

## THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND of Two Dollars per Share for the six months ending 30th June, 1915, will be Payable on THURSDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 26th July, to THURSDAY, the 29th July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Acting Secretary to the  
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
General Agents for the  
WEST POINT BUILDING CO., LTD.  
Hongkong, 13th July, 1915. [768]

## ENTERTAINMENTS

THEATRE ROYAL.  
RETURN VISIT OF THECharles Howitt  
A. Phillips Co.

FOR FIVE NIGHTS ONLY  
With four new and popular Plays.

WEDNESDAY, 28th July:—  
The Great American Mining Drama,  
"THE BARRIER."  
By Rex Beach.

THURSDAY, 29th July:—  
The Screaming Farce Comedy,  
"WHY SMITH LEFT HOME,"  
Mr. Smith—Charles Howitt.

FRIDAY, 30th July:—  
The Amazing Comedy,  
"DON,"  
A TALE OF A PARSON'S MOST UNUSUAL SON,  
A SMILE, A LAUGH, A SIGH, A TEAR.

SATURDAY, 31st July:—  
The Latest London Success,  
"MILESTONES."

MONDAY, 2nd August:—  
LAST PERFORMANCE,  
The Famous Comedy,  
"A MESSAGE FROM MARS,"  
Horace Parker—Charles Howitt.

COMMENCING AT 9.15 P.M.  
PRICES: \$3, \$2 & \$1.  
BOOKING AT MOUTRIE'S.  
Hongkong, 10th July, 1915. [773]

## BAGS OF USED POSTAGE STAMPS.

SUITABLE FOR PRESENTS.

ALL ASIATIC, 2,000 for \$5.00 300 " \$1.00 ALL CHINA, 3,000 for \$3.50 300 " \$1.00	MIXED STAMPS, 3,000 for \$2.00 1,000 " \$1.00 ALL HONGKONG, 1,500 for \$4.80 300 " \$1.00
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## GRACA &amp; CO.

No. 11, CANNON ROAD,  
Hongkong, China.  
Hongkong, 27th July, 1915. [726]

## DRINK

## ALLSOPP'S

## BRITISH PILSENER

## BEER.

## SOLE AGENTS:

## CALDBECK,

## MACGREGOR &amp; CO.

## WINE &amp; SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

## INTIMATION



## WATSON'S

## GOUT WATER

AN EFFERVESCENT WATER THAT IS A SOLVENT AND ELIMINANT OF URIC ACID.

The following prescription shows the exact constituents of each bottle:—

Lithium Bicarbonate	12 Grains.
Potassium	12 "
Magnesium	8 "
Sodium Chloride	8 "
Carbonated Water	12 Ounces.

## ASK YOUR MEDICAL PRACTITIONER

FOR HIS OPINION ON THE ABOVE

AND SEE IF HE DOES NOT THINK IT

AN EXCELLENT WATER

FOR THIS COMPLAINT,

THEN CONSIDER

WHY SHOULD YOU PAY

EXORBITANT PRICES

FOR IMPORTED GOUT WATERS

WHEN YOU CAN OBTAIN A

SIMILAR ARTICLE

FRESHLY PREPARED

DIRECT FROM OUR OWN FACTORY

IN HONGKONG

AT A FRACTIONAL COST.

A. S. WATSON

& CO., LTD.

PREPARED WATER MANUFACTURERS.

HONGKONG AND CHINA. [18]

## BIRTHS.

ANDERSEN.—On July 21st, at Shanghai, to Mr. and Mrs. A. C. M. ANDERSEN, a son.

HYNES.—On July 24th, at Mayfield, The Peak, to Mr. and Mrs. A. C. HYNES, a daughter.

## MARRIAGE.

CARL-BAKER.—On July 20th, at Shanghai, CATHERINE JANE, widow of the late GEORGE BAKER, to JAMES WILLIAM CARL.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C. LONDON OFFICE: 181, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JULY 27TH 1915.

## JAPANESE SHIPPING.

The war is said to have put out of commission for commercial purposes upwards of 12,000,000 tons of shipping, reckoning vessels detained in neutral and belligerent countries (3,650,000 tons), vessels sunk by warships (800,000 tons), and vessels chartered by belligerent Powers (7,500,000 tons). This represents something like 25 per cent. of the world's mercantile marine. The swift elimination of so large a percentage of ships from the ocean trade routes necessarily wrought a wonderful transformation in shipping conditions throughout the world, and nowhere was this more evident than in the Far East. Within a few days after the declaration of war the navies of the Allied Powers had rid the ocean highways of every German and Austrian mercantile ship. Those that were fortunate enough to escape capture found refuge in home and neutral ports and left the carrying trade of the world to the ships of the other Powers, belligerent and neutral. As soon as the first shock of the war had passed, and it was seen that the British and allied navies were in a position to guarantee the safety of ocean traffic, international trade revived and shipping freights went up with a rush. To-day, nearly twelve months after the declaration of war, ocean shipping is enjoying a prosperity it has not experienced for many years. Instead of a superabundance of tonnage resulting in ruinous competition, as was the case prior to the war, shipping space for cargoes offering is now

insufficiently scarce to command rates of freight that ensure substantial dividends for most shipping companies. No country has benefited more from this boom in shipping than Japan. At the present time the total tonnage owned in Japan is about 1,685,912, and contracts have been placed with Japanese shipbuilding yards for approximately 280,000 tons. When these vessels come into service Japan will probably rank as the fifth merchant shipping Power in the world. British shipping, according to Lloyd's Register Book for 1914-1915, totalled 31,045,049 tons; and that of the United States, 5,368,194 tons. These lead. Then come the Germans with 5,459,290 tons (much depleted since the war began); next Norwegian with 2,504,732 tons; then the French with 2,319,438 tons. In the next list compiled Japan will take precedence of Italy, and possibly also of France. Japan has more than doubled her steamship tonnage in ten years, and there is every indication of continued growth, for the present boom in shipping is not likely to see a very sudden collapse. Even after peace is declared—and that event seems a long way off yet—hundreds of ships will still be needed for many months for military transport purposes, while at the same time the tonnage needed to meet the special requirements of Germany, Austria and Turkey will be very considerable.

It is very significant of the opinion entertained in Home shipping circles that charters are still being taken up for two, three and in some cases even six years.

A mail for Europe via Siberia closes to-day at 11 a.m.

It is stated in a Shanghai contemporary that \$250 up to the present has been remitted by the Shanghai St. Andrew's Society to the funds of the Scottish Red Cross.

A telegram was received from the Manila Observatory at the American Consulate at 12.15 p.m. yesterday reporting a typhoon west of Balintang Channel, almost stationary.

Housekeepers should be interested in the announcement appearing in another column that the local Gas Company has appointed a lady canvasser, who speaks English and Chinese fluently, for the purpose of demonstrating the proper method of using gas cookers, water heaters, etc.

The Kuo Ming Kung Pao reports that the British Legation has considered it necessary to institute an investigation into the inside working of the different lines in which British money has been invested, and it is said that the British Minister has communicated this intention to the Ministry of Communications.

Two fatal cases of plague were reported in the Colony of Hongkong for the week ending July 25th, both being Chinese. Since the commencement of the year there have been 100 cases and 96 deaths from plague, all being Chinese. Last week, also, there was a fatal Chinese case of diptheria, three Chinese cases of enteric fever, two proving fatal, and three fatal cases of puerperal fever, one Portuguese and the rest Chinese.

The Postmaster-General (Mr. E. D. C. Wolfe) prosecuted a coolie employed by Messrs. Jardine, Matheson & Co. for conveying unstamped letters out of the Colony. Defendant was arrested on board the *Laisang*, one of the Indo-China Company's steamers, and the letters, which were marked "On Company's business," were said to contain lottery tickets. The case was remanded.

A visitor to Tsingtau writes:—Tsingtau begins to look like itself again. Steamers come and go daily. We are agreeably surprised at the entire absence of Military occupation. We have been here five days and have scarcely seen any officers or soldiers. The hotels under their new management are thoroughly up to date. They have all been repaired and refurbished at a great deal of expense and the rates are very reasonable.

There are doubtless many old residents of Hongkong who remember Mr. F. T. Pearce Foster, whose death was announced in our columns yesterday as having occurred at his residence, Quarry Court, Binstead, Isle of Wight, on June 20th. Mr. Foster was formerly a partner in the firm of Messrs. Linstead and Davis for about ten years, coming to Hongkong in 1893 and retiring in 1898. His death at the ripe age of 71 after an operation for appendicitis. He is survived by his wife and a daughter who has also recently become a widow, her husband, a Major in the Army, having been killed in action.

In asking for the adjournment of the Macao extradition case yesterday, the Crown Solicitor (Mr. P. M. Hodgson) said that one of his witnesses had been detained out-country by the floods and had been unable to come. As a matter of fact he was not the only one thus hindered, for Detective-Inspector Watt was also held up in the flooded districts, and could not get down to Hongkong.

Owing to the war, says a Hankow paper, the British and Chinese Corporation and the Central China Railways, Limited, who are the concessionaires for the construction of the Sinyang-Pukow Railway, have found it impossible to float a sterling loan in London at present. Arrangements have in consequence been made to issue a Silver loan of seven million Taels, an advance prospectus of which has been circulated. Of this amount two millions have been taken up in London by the Central China Railways, Ltd. The balance of five millions will be placed on the market in China shortly.

The death occurred on Sunday of Police Sergeant William Kendall, of the Hongkong Police Force. Deceased was recently admitted to hospital suffering from internal trouble. His condition gradually became worse, and he died on Sunday. He was 49 years of age, and joined the Force from the R.G.A. in 1896, being promoted Sergeant in 1906. He was a native of Yorkshire. The funeral at the Happy Valley yesterday was attended by the officers of the Police Force, and by the following members of the Police Reserve:—Chief Inspector G. F. Mason, Sgt.-Major G. Roylance, Sergeants F. P. Silva-Netto, Un Han Fan, Wong Kwong Tin, and A. B. Suffiad. There were a large number of floral tributes from all the various Stations, and also a wreath from the officer and N.C.O.s of the Police Reserve.

BELGIAN RELIEF FUNDS.  
SNOWBALL BAG SALE.

The Golf Bag "B" won by No. 23, and the Silver Bag won by No. 68 at the Raffles on July 8th have not been claimed by the winners. It is intended to raffie these articles again at the "Ministering Children's Bazaar" unless claimed in the meantime.

A further sum of \$102.25 has been paid to the Snowball Bag Sale Fund at the Hongkong and Shanghai Bank.

## HONGKONG-OWNED STEAMER IN COLLISION.

## NORWEGIAN VESSEL SINKS IN FEW MINUTES.

Straits papers contain particulars of a disastrous collision between the steamer *Brisbane* (716 tons), owned and managed by Messrs. Carmichael & Clarke, of Hongkong, and the Norwegian-owned steamer *Vival* (845 tons), which occurred at about 3 o'clock on the 14th inst. off Tiger Island, 80 miles from Singapore. The *Vival* was struck practically amidships, and dived straight down by the head in a very few minutes, throwing crew and passengers into the water. Five of the passengers and six of the crew (all Chinese) were drowned.

The *Brisbane* went into Tanjong Pagar Dock for repairs, which, we understand, will occupy a period of from 25 to 30 days. Her bows were badly stove in and crumpled some four feet below the decks, and the main blow, on the port bow, has twisted the bows to starboard. She has two iron bulkheads abaft the tank, and it is thought that these saved the vessel from destruction. The vessel underwent a thorough overhaul in Hongkong recently, and she was on her second trip from Singapore to Bangkok when the collision occurred. She carried a general cargo, which, happily, was not damaged, the vessel springing no leak.

## CHINESE CHAMBERS OF COMMERCE.

## SOME INSTRUCTIVE FIGURES.

According to the statistics recently collected by the Ministry of Commerce the number of Chambers of Commerce throughout China has greatly increased during the past year. There are at present 980 Chambers of Commerce against 794 last year when only 196,336 shops were enrolled. The latter now number 230,431. The officers serving in these bodies number 22,062 against 21,854 last year. The total of membership fees has also increased from \$1,023,556 to approximately \$1,500,000.



## THE WAR.

## GREAT BATTLE OF POLAND.

ENEMY'S OFFENSIVE BROUGHT TO A STANDSTILL.

## GERMANY AND THE LATEST NOTE.

BIG AMERICAN DEFENCE PROPOSALS.

AUSTRIAN SUBMARINE SUPPLY DEPOT DESTROYED.

## REPORTED TORPEDOING OF THE "BRESLAU."

## RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

## THE TITANIC STRUGGLE IN POLAND.

ENEMY'S OFFENSIVE PRACTICALLY BROUGHT TO A STANDSTILL.

Petrograd, July 26th.

A communiqué says that the Russian counter-attacks have brought the enemy's offensive to a standstill between the Vistula and the Bug rivers, except in the region of Grubiszow, where the Russians repulsed attacks on Friday night.

The enemy in the Baltic Provinces is continuing its advance on the roads from Shavli and Kossieny, in the direction of Ponioje and the River Laventa where fighting occurred on Saturday.

The enemy on the Nareff front delivered a series of desperate attacks on Friday night and Saturday along the eastern bank of the Pissa, but suffered enormous losses and achieved no success.

Persistent attempts by the enemy to cross the Nareff between Ostrolenka and Rojany were also repulsed, though the enemy succeeded in crossing the river on Friday between Rojany and Pultusk.

## FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

## MINE WARFARE ON BRITISH FRONT.

London, July 25th.

Field-Marshal Sir John French reports:—On the 21st we repulsed a bomb attack on a crater caused by the explosion of our mine west of Hooge, previously reported. Our heavy artillery silenced a heavy trench mortar which was assisting in the attack.

On the evening of the 23rd we exploded a mine under a salient in the German line south-east of Zillebeke, destroying the enemy's trenches. Shortly afterwards the enemy exploded a mine a little further south, but this did little damage. Since then we have gained some ground by occupying the crater of a German mine and linking it with our trenches.

Yesterday we repulsed another heavy bomb attack on our trenches round the crater near Hooge.

## IMPORTANT FRENCH SUCCESS.

POWERFUL DEFENSIVE WORKS TAKEN IN THE VOSGES.

Paris, July 25th.

The French have obtained an important fresh success in the Vosges.

A communiqué says:—We captured on Saturday evening most powerful defensive works between Hill 827, near Baudesapt village, Lunnois, and also the southern portion of the village. We captured over 700 unwounded prisoners, belonging to four different battalions. The total amount of the booty has not yet been ascertained.

Paris, July 26th.

A communiqué states:—A number of German prisoners were taken in the Vosges, including eleven officers and 825 men, of which number only seventy were wounded. Numerous bodies were found in the trenches. Only two French battalions were engaged in the fight.

Six machine-guns were also found in the conquered trenches.

## NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

## "BRESLAU" BADLY DAMAGED BY A SUBMARINE.

Athens, July 26th.

It is reported that a submarine in the Black Sea torpedoed the German cruiser Breslau, which returned to Constantinople badly damaged.

## A DEMONSTRATION BY THE GREEK NAVY.

Rome, July 26th.

It is reported that Greek warships have sailed in the direction of Smyrna in order to demonstrate against the ill-treatment of Greeks in Asia Minor.

## AUSTRIAN SUBMARINE SUPPLY DEPOT DESTROYED.

Toulon, July 26th.

The French destroyer *Disson* has destroyed a supply depot for Austrian submarines and aeroplanes on the island of Fagosta, and cut the telegraphs.

Several Austrians and one Frenchman were killed.

## SUBMARINED IN NORTH SEA.

London, July 26th.

A Russian and a French steamer and six trawlers were submarined in the northernmost portion of the North Sea. One of the trawler's whole crew of nine were killed.

## AUSTRO-ITALIAN FRONT

[THROUGH REUTER'S AGENCY.]

## AUSTRIAN GENERAL ATTACK ON ITALIANS.

DIRECTED BY HIGHEST GENERALS—BUT FRUITLESS.

Rome, July 25th.

The Italians are steadily progressing in the Battle of the Isonzo.

A communiqué says that the Austrians, in their usual night attacks, tried to recover the ground conquered by us, which we were consolidating, but they everywhere failed.

The Austrians in the daytime attempted an advance in force against the Italian Right Wing, especially against the Carso hills, but they were thrown back with heavy losses. The enemy's abortive operations have been in the nature of a general attack. An Austrian Army Order found on a captured officer shows that it was directed by the highest Generals, including Generals Boog, Schreitter, and Prince von Schwarzenberg, with huge fresh reinforcements.

## GENERAL.

[THROUGH REUTER'S AGENCY.]

## DEDEAGATCH RAILWAY.

BULGARIAN AND TURKISH CONVENTION SIGNED.

London, July 26th.

The *Times* Sofia correspondent states that a Convention ceding to Bulgaria the Turkish portion of the Dedegatch railway was signed at Constantinople on the 23rd. All the territory west of the Mantza river becomes Bulgarian.

The Convention implies no political engagement on either side.

[THROUGH REUTER'S AGENCY.]

## THE AMERICAN NOTE.

PRESS SAYS GERMANY WILL NOT COMPLY.

Amsterdam, July 25th.

The German newspapers publish an apparently inspired description of the American Note as correct in tone, conforming with the usual diplomatic amenities, but at the same time definite.

A semi-official Berlin telegram sums up the German comment thus:—The newspapers are unanimous that the Note is very unsatisfactory, that it intentionally ignores the main point, and disregards the fact that Germany is fighting for her existence. The papers cannot understand why all the German proposals for compromise have been flatly rejected, or why Germany is expected to fight for existence, to renounce the full use of her strength. They declare in accord that Germany highly values the maintenance of friendly relations with the United States, but not at any price. Further concessions would mean the humiliation of Germany. Submarine warfare must continue its prescribed course.

Articles received up to the present bear out the above comments.

## GERMAN COMMENT.

Amsterdam, July 26th.

Few German papers comment on the American Note.

The *Deutsches Zeitung*, however, says it is unfriendly and un-neutral, and means the death-blow to submarine warfare if the Government acquiesces.

## AMERICAN NATIONAL DEFENCE PROGRAMME.

Important Proposals.

Washington, July 25th.

President Wilson is preparing a Naval programme which he proposes to submit to Congress after the recess. He is most anxious that the American Navy should be on a footing of equality in the matter of efficiency with any power. He is also preparing a scheme of military training of the citizens of the country, which is to be embodied in his next message. It is understood that some very definite conclusions have already been reached in regard to this portion of the general National Defence programme.

## NEW YORK, July 26th.

The Washington papers say that the War Department anticipate the development of a Reserve Army of half-a-million men exclusive of the Militia; and that the Navy Department will make a request for thirty, probably fifty, submarines, several battle-cruisers, four Dreadnoughts, and many auxiliary vessels.

The Navy Department has already been experimenting with aeroplanes and submarines, and is spending \$100,000 alone on devising means enabling battleships to fight submarines.

It is believed that the Navy Department will ask for an appropriation of \$250,000,000 and the War Department will ask for \$200,000,000, both double last year's figures.

The *Sun's* correspondent at Washington says that it is considered significant that the announcement of the President's interest in National Defence was made the day after the presentation of the American Note at Berlin.

## BRITISH DAY OF PRAYER.

London, July 26th.

To-day was observed throughout London as a Day of Prayer on behalf of the King, the nation, and the land and sea forces. The most striking feature was an open air service of intercession on the steps of St. Paul's Cathedral, to which 3,000 City Territorials marched in procession in heavy rain, with the Bishop of London, in ecclesiastical robes, in their midst. The rain ceased, the service was held in bright sunshine from a wild sky, in the presence of immense crowds, who joined in singing "O God our Help in Ages past" and other hymns most fervently.

## THE STANDARD OIL RIOTS.

New York, July 26th.

The oil-workers at Bayonne have voted to accept either a 15 per cent. increase or to return to work pending the arbitration of the dispute.

[THROUGH REUTER'S AGENCY.]

## RUSSIAN WAR FACTORIES.

TO BE REMOVED TO INTERIOR PROVINCES.

Warsaw, July 25th.

In view of the difficulty of the supply of fuel and raw material the Government is gratuitously transferring the machinery and workmen engaged in Army contracts to the interior provinces.

## LORD KITCHENER AND WOUNDED INDIANS.

London, July 25th.

Lord Kitchener paid a surprise visit to the Indian Hospitals at Brighton yesterday. The wounded soldiers were delighted to see their former Commander-in-Chief, and much appreciated his generous and encouraging words.

## THE CHICAGO STEAMER DISASTER.

NEARLY 2,000 PERISHED.

London, July 26th.

It is now established that nearly 2,000 persons perished in the disaster to the Chicago pleasure steamer *Eastland*.

The vessel was packed with workers of the Western Electric Company with their wives and children and friends who were making an excursion to Michigan City.

The causes of the accident have not yet been explained, but it appears that the vessel listed so heavily owing to the crowd on board that the hawsers snapped and the vessel drifted into mid-stream where she capsized.

Terrible scenes ensued. People were struggling in the water and hundreds who were imprisoned between the many decks found their escape cut off.

Bodies recovered through holes which were cut in the hull bear marks of a desperate fight.

All the members of the crew swam ashore.

One version of the accident is that a tugboat began to tow before the hawser was cast off the pier, with the result that it snapped.

The authorities have ordered the arrest of the officers of the vessel, which was of steel construction and 300 ft. in length.

## ANOTHER RAILWAY SMASH NEAR HARBIN.

FOURTEEN FREIGHT CARS DAMAGED.

The Harbin correspondent of the *N.C. Daily News* writing on the 9th inst. says:—

Closely following the railway smash that occurred but a few days back in Harbin, has occurred another disaster even more serious than the first. The scene was at a small railway station, only fifty yards from Harbin, when in the small hours of the morning a military train containing military supplies ran into some empty goods cars that were standing on a railway siding. Who had put down the wrong "points" is not yet known. Out of the twenty-eight cars composing the freight train, fourteen were damaged, whilst four were entirely smashed up.

As in the former accident, there was no loss of life, but damage of a serious nature was caused to a new torpedo-boat built in the United States which was being shipped in sections across the trans-Siberian Railway to Russia. A breakdown gang was immediately despatched to the spot of the accident and the delay caused to other trains through the blocking of the line was not more than a few hours.

## THE SILVER BULLET.

The *New York Times*, commenting last month on the German debate concerning the answer to be returned to Mr. Wilson's Lusitania Note and the argument that the United States could not harm Germany in the event of war, remarks:—

A nation at war has three arms of service—its army, its navy, and its credit. Being a nation of peace we should not be capable of making any very effective military demonstrations, but we could use our credit in a way that would certainly be decisive of the conflict. Three billions of money (\$2,000,000,000), not loaned to the United States, would certainly be repaid but spent on our own account for war purposes in aid of the Allies, would put the issue beyond doubt. The *Times* goes on to say that the German Press have taken no thought of this fact. We have had it in mind here, but only as a remote contingency, for it has been our sincere desire and purpose to come to an amicable understanding with Germany.

## LARGEST AMERICAN BATTLE SHIP.

The battleship *Arizona* was successfully launched at the Brooklyn navy yard last month. She is a sister ship to the *Idaho*, and one of the world's largest warships. The expected cost of the *Arizona* is \$2,200,000. Her armament include 12 14-inch guns, and she has a displacement of 31,400 tons.

## THE WEST RIVER FLOOD.

EVERYTHING NOW ALMOST NORMAL.

WORK OF THE TUNG WAH HOSPITAL.

Reports gathered yesterday go to show that the upper reaches of the West River are now almost normal, the Shamen is dry, and the flood water has also disappeared from the city itself. Much filth has been left behind, and the distress of the poor class Chinese, many of whom have lost all their possessions, is severe. Fortunately relief business is now well in hand, and very few of the suffering survivors can have been missed. Good headway has also been made in clearing away the general filth and wreckage caused by the flood, and also the dead bodies. This was very necessary from the point of view of health, and though it was reported that cholera had broken out at Canton, despite the efforts to avert it, Mr. S. B. C. Ross (Secretary for Chinese Affairs) yesterday informed a *Daily Press* representative that, fortunately, such was not the case. Quite naturally there have been some cases of illness, due to the bad condition of the water, lack of food and other domestic difficulties, but these have been diagnosed as quite ordinary ailments, and not cholera. Not one case of cholera had been discovered, said Mr. Ross. This immunity from any serious epidemic must be attributed to the expeditious manner in which the flood leavings were removed, and also to the fact that the relief work was commenced so soon as a slight receding of the flood made this possible.

In this connection it is interesting to note that the Tung Wah Hospital authorities, since the 18th inst., have made the following shipments of rice:—

Dates. Bags Rice.

20.7.15.—500 to Canton per s.s. *Fatshan*.

" 500 to Canton per s.s. *Charles Hardouin*.

" 500 to Canton per s.s. *Kwong Tai*.

21.7.15.—500 to Canton per s.s. *Paul Beau*.

" 500 to Canton per s.s. *Kwong Tai*.

22.7.15.—500 to Canton per s.s. *Fatshan*.

" 500 to Canton per s.s. *Kwong Tai*.

" 500 to Canton per s.s. *Charles Hardouin*.

23.7.15.—300 to Canton per s.s. *San On*.

" 300 to Canton per s.s. *Kwong Tai*.

" 300 to Canton per s.s. *Paul Beau*.

" 500 to Canton per s.s. *Kwong Tai*.

24.7.15.—500 to Canton per s.s. *Charles Hardouin*.

" 500 to Canton per s.s. *Kwong Tai*.

" 500 to Canton per s.s. *Charles Hardouin*.

" 500 to Canton per s.s. *Kwong Tai*.

" 500 to Canton per s.s. *Charles Hardouin*.

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" 500 to Canton per s.s. *Charles Hardouin*.

" 500 to Canton per s.s. *Kwong Tai*.

## FLOOD-BELIEF FUND EFFORTS.

QUEEN'S COLLEGE DRAMATIC SOCIETY'S PERFORMANCE.

The members of Queen's College Dramatic Society, among whom are several talented Chinese actors, gave a most successful performance at the Taiping Theatre last evening in aid of the West River Flood Relief Fund. The very roomy Theatre was completely filled, among the audience being H.E. the Governor (who was accompanied by Captain R. O. Hutchison, A.D.C.), the Director of Education (Mr. E. A. Irving), the Headmaster of Queen's College (Mr. T. K. Dealy), Messrs. A. W. Grant and R. E. O. Bird.

The students presented the play "The Kind Mother and her dutiful son," which proved so popular on previous occasions, and also a second play, called "The Quarrelling Family." The latter is a very dramatic play, with murders, attempted murders, and plots galore. The main cause of all the trouble is the reckless behaviour of the ne'er-do-weel son, by a second wife, of a wealthy Chinese gentleman. There is, of course, the good son, whose studious, dreamy disposition is always clashing with the devil-may-care nature of the other, and, as is invariably the case in stories, the virtuous brother triumphs in the end, the young spend-thrift putting an end to his own life. The acting throughout was excellent.

The Queen's College Dramatic Society will occupy the boards at the Theatre to-night and again on Wednesday evening. To-night a topical drama illustrative of the disaster in Kwangtung will be produced.

## ENTERTAINMENT AT ST. JOHN'S HALL.

It was a happy thought that prompted the comparatively few University students remaining in Hongkong over the long vacation to arrange the most excellent entertainment that was given in St. John's Hall last evening with the object of securing further funds for the relief of distress along the West River. When the idea was mooted it was welcomed with enthusiasm by the students, and a small Committee was quickly formed, as follows:—Messrs. Ho Wing Yuen (Hon. Secretary) and Ho Wing Kin (sons of the late Sir Kai Ho-Kai), Chan Hei Nain (Hon. Treasurer), and Woon Chau Foon. The students of St. John's College rendered eager assistance, and long before the date of the entertainment quite a considerable sum had been secured for the Fund by the sale of tickets. The accommodation of St. John's Hall was severely taxed last evening, and when all has been garnered in it will be found that the students' effort will have resulted in a very substantial amount being handed over to those whose business it is to disburse the funds. An excellent long military film, lent by the Far Eastern Cinematograph Company, entitled "The Explosion of Fort B2," was a great attraction, and is well worth seeing. Professor Gonzales contributed a violin solo, Miss Winnie Woo a song, Miss May Woo a pianoforte solo, and Miss Wong a Chinese solo.

Refreshments were dispensed on the large lawn below the Hall, provisions, mineral waters, etc., having been kindly contributed by the following firms:—M. Y. Sai & Co., On Lok Yuen, Watkins & Co., and On Lok & Co. The cinematograph machine was loaned by the manager of the New Theatre.

There will be a second performance this evening, and we are informed that the programme has been especially arranged for Europeans.

## MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

Macao, July 26th.

## RELIEF FUNDS.

Great activity has been shown lately by those who are assisting in obtaining help for the unfortunate victims of the West River flood. Large numbers of men and schoolboys, armed with bugles, drums, and bells, parade the streets asking for aid. No word has yet been said about the balance of the \$20,000 collected in August, 1908, for the relief of distress caused by floods, and one has no means of ascertaining what organisation is looking after the funds now being raised by subscription. People require to be assured that the money, and all the money, is to be devoted to the relief of the distressed before they will contribute generously and willingly.





**NAPIER & CO.**  
"SQUARE BOTTLE"

**WHISKY.**  
UNVARIED FOR OVER  
**150 YEARS.**  
THE SAME TO-DAY AS IN  
**1745.**

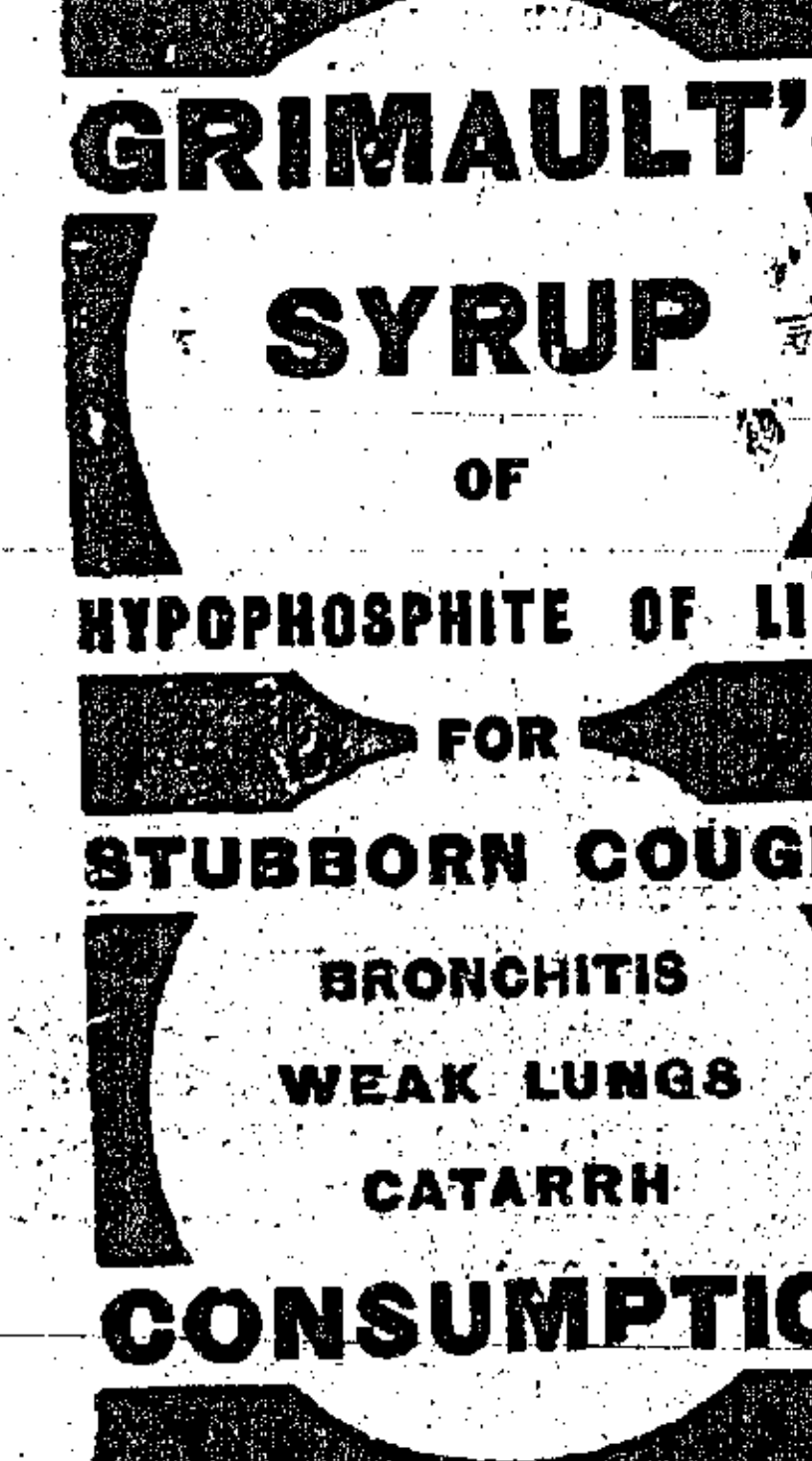
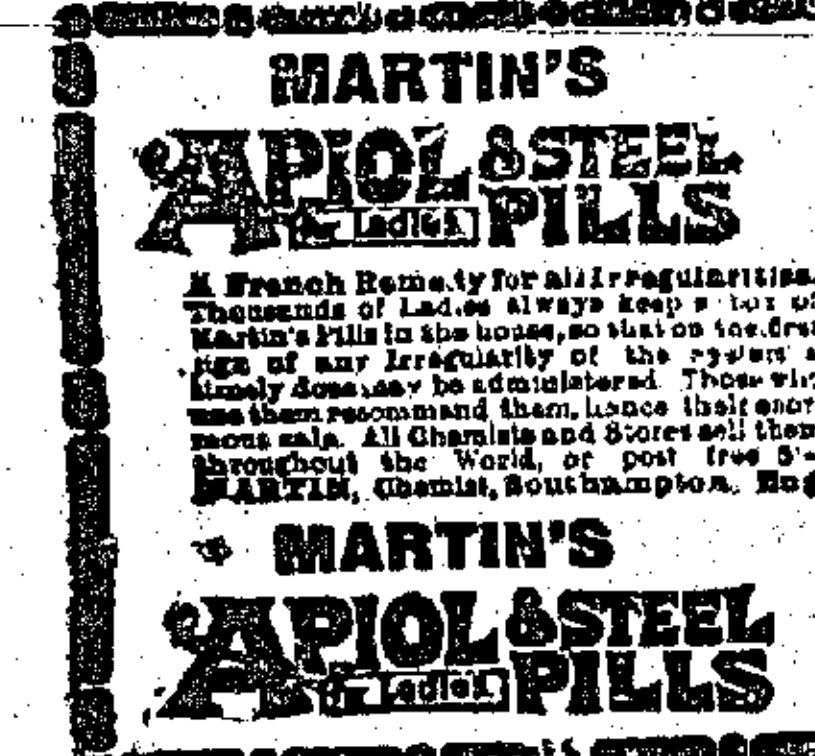
**BEWARE OF IMITATIONS**  
SOLE AGENTS IN HONGKONG  
**LANE CRAWFORD & CO.**  
and from ALL WINE MERCHANTS.

**ITCHING PIMPLES  
SPREAD OVER HEAD**

Scalp in One Mass. Hair Threatened to Fall Away. Used Cuticura Soap and Ointment. In Two Weeks Head Regained Former Aspect.

99, Bramber St., Plymouth, Sheffield, Eng.  
"The trouble began by my itching in the head from which I could not keep my fingers. Steadily my scalp developed into one mass of itching watery pimples and my hair threatened to fall away. The itching pimples contained a watery matter which spread the disease all over my head when fingered. I kept my head well washed and clean but this seemed to do no good."  
"The disease must have been about seven weeks old when I came across the Cuticura advertisement in the paper. I therefore sent straight away for a sample of each and following the directions enclosed I washed the head with the Cuticura Soap. Thoroughly dried and applied Cuticura Ointment. In a few days my head underwent a complete change, the pimples dried and fell off in scales, the hair remained firm and in about two weeks' time my head regained its former aspect thanks to the Cuticura Soap and Ointment." (Signed) Lawrence Pettibell, Jan. 22, 1914.  
Children delight in Cuticura Soap baths, and when assisted by Cuticura Ointment they mean skin health in infancy and childhood, and freedom, in the majority of cases, from skin and scalp affections in after life. In purity and fragrance Cuticura Soap and Ointment satisfy the most discriminating.

**Samples Free by Post**  
Although Cuticura Soap and Ointment are sold throughout the world, a sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: F. Newbery & Sons, 27, Charterhouse Sq., London.



# FOOD PRICES IN HONGKONG

(As fixed by Proclamation dated March 19th, 1914.)

## SCHEDULE OF MAXIMUM RETAIL PRICES.

1. Flour—	
(a.)—First Grade, per bag of 50 lbs.	0.45
(b.)—Second Grade, per bag of 50 lbs.	0.30
(c.)—Third Grade, per bag of 50 lbs.	0.20
2. Tinned Milk—	
(a.)—Sweetened Condensed Milk, per lb. tin	0.35
(b.)—Unsweetened Condensed Milk, per lb. tin	0.25
(c.)—Sterilized Milk, per 1 lb. tin	0.25
(d.)—Eagle Brand, per 1 lb. tin	0.25
(e.)—Skimmed Milk, per 1 lb. tin	0.20
3. Sugar—	
Cube (in 5 lb. tins), per tin	1.15
Refined Crystal, per lb.	0.14
Granulated, per lb.	0.14
Soft, No. 1 quality, per lb.	0.18
Soft, No. 2 quality, per lb.	0.15
4. Frozen Meat—	

The Dairy Farm prices of frozen food and other stores as printed in the Dairy Farm price list and amended in red ink dated the 8th day of February, 1915, signed by the Chairman and Secretary of the Food Committee, are the maximum retail prices of the articles enumerated in the said list. [Approved copies can be seen either at the Treasury or on the premises of the Dairy Farm Company, Limited, in Wyndham Street.]

5. Market Produce—	
Beef, per lb.	0.20
Pork, per lb.	0.15
Lamb, per lb.	0.25
Chicken, per lb.	0.10
Duck, per lb.	0.10
Geese, per lb.	0.10
Goose, per lb.	0.10
Swan, per lb.	0.10
Trout, per lb.	0.10
Salmon, per lb.	0.10
Shrimp, per lb.	0.10
Crab, per lb.	0.10
Scallop, per lb.	0.10
Mussel, per lb.	0.10
Clam, per lb.	0.10
Oyster, per lb.	0.10
Sea Urchin, per lb.	0.10
Starfish, per lb.	0.10
Sea Anemone, per lb.	0.10
Sea Cucumber, per lb.	0.10
Sea Slug, per lb.	0.10
Sea Nettle, per lb.	0.10
Sea urchin, per lb.	0.10
Starfish, per lb.	0.10
Sea Anemone, per lb.	0.10
Sea Cucumber, per lb.	0.10
Sea Slug, per lb.	0.10
Sea Nettle, per lb.	0.10

6. Market Produce—	
Beef, per lb.	0.20
Pork, per lb.	0.15
Lamb, per lb.	0.25
Chicken, per lb.	0.10
Duck, per lb.	0.10
Geese, per lb.	0.10
Goose, per lb.	0.10
Swan, per lb.	0.10
Trout, per lb.	0.10
Salmon, per lb.	0.10
Shrimp, per lb.	0.10
Crab, per lb.	0.10
Scallop, per lb.	0.10
Mussel, per lb.	0.10
Clam, per lb.	0.10
Oyster, per lb.	0.10
Sea Urchin, per lb.	0.10
Starfish, per lb.	0.10
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Sea Slug, per lb.	0.10
Sea Nettle, per lb.	0.10
Sea urchin, per lb.	0.10
Starfish, per lb.	0.10
Sea Anemone, per lb.	0.10
Sea Cucumber, per lb.	0.10
Sea Slug, per lb.	0.10
Sea Nettle, per lb.	0.10

7. Market Produce—	
Beef, per lb.	0.20
Pork, per lb.	0.15
Lamb, per lb.	0.25
Chicken, per lb.	0.10
Duck, per lb.	0.10
Geese, per lb.	0.10
Goose, per lb.	0.10
Swan, per lb.	0.10
Trout, per lb.	0.10
Salmon, per lb.	0.10
Shrimp, per lb.	0.10
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Starfish, per lb.	0.10
Sea Anemone, per lb.	0.10
Sea Cucumber, per lb.	0.10
Sea Slug, per lb.	0.10
Sea Nettle, per lb.	0.10

8. Market Produce—	
Beef, per lb.	0.20
Pork, per lb.	0.15
Lamb, per lb.	0.25
Chicken, per lb.	0.10
Duck, per lb.	0.10
Geese, per lb.	0.10
Goose, per lb.	0.10
Swan, per lb.	0.10
Trout, per lb.	0.10
Salmon, per lb.	0.10
Shrimp, per lb.	0.10
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Starfish, per lb.	0.10
Sea Anemone, per lb.	0.10
Sea Cucumber, per lb.	0.10
Sea Slug, per lb.	0.10
Sea Nettle, per lb.	0.10

9. Market Produce—	
Beef, per lb.	0.20
Pork, per lb.	0.15
Lamb, per lb.	0.25
Chicken, per lb.	0.10
Duck, per lb.	0.10
Geese, per lb.	0.10
Goose, per lb.	0.10
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# RIGHTS AT SEA.

## THE AMERICAN COMPLAINTS.

### EXPLANATION BY THE FOREIGN OFFICE.

The Foreign Office last month issued to the Press the text of a Memorandum which has been handed to the American Ambassador. The document covers the field of American complaints with regard to shipments of cotton, detention of cargo, trade with Germany, and alleged delays of Prize Courts, and sets forth the measures adopted by the British Government to redress genuine grievances.

The following Memorandum has been communicated to the American Ambassador.—The Foreign Office desire to explain that it is not a reply to the last American Note respecting contraband. It is merely a general statement setting out the steps which H.M. Government have taken with a view to minimizing the inconvenience to neutral commerce caused by the measures adopted for the restriction of the enemy's trade.

His Majesty's Government have on various occasions, and notably in the communication which was addressed to the United States Ambassador on the 15th March last, given assurances that they would make it their first aim to minimize the inconvenience which must inevitably be caused to a state of war at sea, and in particular from the measures taken by the Allied Governments for the restriction of the enemy's overseas trade. In view of the representation and complaints made to this Department by the Ambassador from time to time as to the peculiar hardships alleged to have been wrongly inflicted on American trade and shipping by the operation of these measures, His Majesty's Government desire to offer the following observations respecting the manner in which they have consistently endeavoured to give practical effect to those assurances.

It will be recalled that, at the moment when His Majesty's Government announced their measures against enemy commerce, they declared their intention to refrain altogether from the exercise of the right to confiscate ships or cargoes which belligerents had always previously claimed in respect of breaches of blockade; that, under article 5 (i) of the enactment of the 11th March, it was expressly provided that any person claiming to be interested in goods placed in the Prize Court in pursuance of the provision of that enactment, might forthwith issue a writ against the proper officer of the Crown, the object being to confer upon claimants the right to institute proceedings without waiting for the writ of the Procurement-General, and thus to remove all possible cause of legitimate grievance on account of delay; and that, finally, a specific assurance was given to the United States Government that the instructions to be issued by His Majesty's Government to the fleet, and to the Customs officials and executive officials concerned, would impress upon them the duty of acting with the utmost despatch in every case such consideration for neutrals as might be compatible with that object, namely, to prevent vessels carrying goods for, or coming from, the enemy's territory.

The above measures were all designed to alleviate the burdens imposed upon neutral sea-borne commerce in general; various special concessions, over and above those enumerated, have moreover been made in favour of United States citizens.

Thus His Majesty's Government have acted, as regards shipments of American cotton, in accordance with the provisions of an arrangement arrived at in direct collaboration with representatives of the American cotton interests. In accepting this scheme, the principal representative of those interests described it as conceding all that American interests could properly ask. The provisions of the arrangement were, as the United States Ambassador is aware, as follows:—

- (1) All cotton for which contracts of sale and freight engagements have already been made before the 2nd March is to be allowed free (if bought at contract price or if stored) provided the ship sails not later than the 31st March.
- (2) Similar treatment is to be accorded to all cotton insured before the 2nd March, provided it is put on board not later than the 15th March.
- (3) All shipments of cotton claiming the above protection are to be declared before sailing, and documents produced to, and certificates obtained from, consular officers or other authority fixed by the Government.

Considerable shipments of cotton have already been dealt with under this arrangement, and in certain cases the dates specified have been extended in favour of American shippers. The Board of Trade have already paid a sum exceeding £450,000 to various American claimants, and all claims are being and will continue to be paid as rapidly as they are presented, and the proofs of title can be checked. If in some cases progress has been delayed, this has been due to the fact—which has seriously embarrassed His Majesty's Government—that a number of consignments, for which the American shippers had specifically invoked the protection of the arrangement, are now claimed by Swedish and Dutch firms whose title of ownership, notwithstanding the action of the American shippers, appears in some cases to be valid, and in others has led to the issue of writs in the Prize Court.

It has been explicitly acknowledged by the special representatives of the American claimants who have been in constant direct communication with the Board of Trade that all the claims to be submitted under the cotton arrangement for preparation.

# DETAINED CARGOES.

## As regards the more general allegation of delay in dealing with cases of detained cargoes, the following facts and figures may be quoted:—

The total number of vessels which, having cleared from United States ports since the initiation of the retaliatory measures against German trade, are still detained in United Kingdom ports, is twenty-seven; of this number, eight are discharging cotton which His Majesty's Government has agreed to purchase under the above arrangement. Of the remaining nineteen vessels, seven are free to depart so soon as the items of their cargo placed in the Prize Court have been discharged. The other twelve, of which three only are American ships, are detained pending inquiries as to suspicious consignments, and particulars as to the dates and proximate causes of detention are furnished in the accompanying list; it will be observed that a period of less than a fortnight, while the detention of one is due to the difficulties in regard to transit across Sweden and Russia.

His Majesty's Government remain convinced that, on an impartial review of the facts, it will be admitted that no arbitrary interference with American interests has, in regard to cotton cargoes, occurred; while if due regard be paid to the enormous volume of American and neutral shipping which is continually engaged in the transatlantic trade the figures and dates quoted in the preceding paragraph will emphasize the restricted nature of any interference which has taken place and the close attention with which the officials concerned have adhered to their instructions to act in all cases with expedition and with every possible consideration for neutrals.

GOODS OF GERMAN ORIGIN.

Since His Majesty's Government have been compelled to adopt their present measures against German commerce, they have given special consideration to the question of avoiding as far as possible unnecessary damage to the interests of neutrals in regard to the export of goods of German origin, and here again liberal concessions have been made to United States citizens. Under the rules enacted on the 11th March provision is made for the investigation of all neutral claims respecting such goods in the Prize Court, and it is obvious that these claims can receive due and equitable consideration most properly before a judicial tribunal. Nevertheless, in deference to the expressed desire of the United States Government, arrangements were made towards the end of March whereby United States citizens who might desire to import goods of German origin into a neutral port were enabled to produce proof of payment to His Majesty's Embassy at Washington. If such proof were deemed satisfactory, His Majesty's Government gave an undertaking that the goods concerned should not be interfered with in transit, and the American importer was freed from the necessity of submitting his claim to the Prize Court in London for adjudication. A few days later His Majesty's Government further agreed to recognize the neutral ownership of goods of enemy origin even if not paid for before the 1st March, provided they were the subject of a f.o.b. contract of earlier date, and had arrived at a neutral port before the 15th March.

Special treatment has also been accorded to cargoes of particular products destined for the United States and stated to be indispensable for the industries of the country; and, in notes addressed to the United States Ambassador in April and May, undertakings were given not to interfere during transit with certain cargoes of dyestuffs, potash, and German beet seed.

INCREASE OF NEUTRAL SHIPPING.

When it became apparent that large quantities of enemy goods were still passing out through neutral countries, His Majesty's Government felt it necessary to fix a definite date after which such shipments must cease to enjoy the special immunity theretofore granted, from liability to being placed in the Prize Court. It had been observed that a large increase had taken place in the number of vessels sailing from neutral countries to America, and one of the principal lines of steamships advertised a daily in place of a weekly service. In such circumstances it appeared scarcely possible that goods of enemy origin, bought and paid for prior to the 1st March should not have already been shipped to their destination. It has been accordingly fixed as the date after which the privilege allowed in the case of such shipments should cease; but once more a special favour was granted by extending the date in exceptional cases to the 15th June.

Importers in the United States having now had three months in which to clear off their purchases in enemy territory, His Majesty's Government trust that, in presence of the circumstances enumerated, the United States Government will acknowledge the great consideration which has been shown to American interests.

Nevertheless, a fresh appeal has now been made to His Majesty's Government that shipments of American-owned goods of enemy origin, if paid for before the beginning of March, should be allowed to be shipped without molestation after the 15th June. The appeal is based principally upon the contentions (a) that in the enactment of the 11th March; and (c) that the proofs of ownership required by His Majesty's Government are of an exacting nature and involve much time.

# THE FIRST CONTENTION (a) HAS ALREADY BEEN DEALT WITH.

## As regards (b) and (c), it is true that the enactment of the 11th March contains no mention of a time limit. But it seems to be overlooked that the time limit had been fixed only for the special immunity granted as an exception from that enactment. It was a friendly concession by American interests that His Majesty's Government agreed to an investigation of claims outside the Prize Court. As for the exacting nature of the proofs required by His Majesty's Government, experience has shown that such proofs were necessary.

### FURTHER CONCESSIONS.

In deference, however, to the renewed representations of the United States Ambassador, His Majesty's Government have given further directions that in all such cases, as may have been specially submitted through the British Embassy at Washington or to His Majesty's Government direct on or before the 15th June and passed, the goods shall be allowed to proceed without interference, if shipped from a neutral port on the conditions already laid down, notwithstanding the fact that shipment may not have been made before the 15th June.

His Majesty's Government will also be prepared hereafter to give special consideration to cases presented to them and involving particular hardships, if the goods concerned are required for neutral Governments or municipalities, or in respect of works of public utility, and where payment can be shown to have been made before the 1st March, 1915.

With the above exceptions, His Majesty's Government regret they cannot continue to deal through the diplomatic channel with individual cases, but they would again point out that special provision is made for the consideration of such cases in the Prize Court.

COMPLAINTS HAVE NOT INFREQUENTLY BEEN MADE THAT undue delay occurs in dealing with American cargoes in the Prize Court. An interesting comment on this subject was made by the President of the Prize Court in the case of the cargo *Eschschol* on the 14th inst. His lordship, according to the transcript from the official shorthand writer's notes, made the following observations:—

"It is a very extraordinary thing that, when the Crown are ready to go on, the claimants come here and say, 'We cannot proceed for six weeks.' Some day, towards the end of last term, I had a row of eminent counsel in front pressing me to fix a case at once. I fixed it very nearly at once—that is to say, the second day of the following term. They all came and said, 'We want an adjournment for six weeks.'"

The Solicitor-General hereupon remarked:—

"If I might say so on that, one of the reasons I applied to-day on behalf of the Crown that the matter should be dealt with as soon as possible is for that very reason. There has been such a strong desire on the part of American and American citizens that there should be no delay, but one finds, in fact, the delay comes from there."

The President then stated:—

"I know that, I do not know what the explanation is, but I am anxious that there should be no delay."

It is true that a number of cases, principally relating to cargoes which, though ostensibly consigned to a person in a neutral country, are in reality believed to be destined for the enemy, have been pending in the Prize Court for some time. The United States Government are aware that most of these cargoes consist of meat and lard, and that much of the delay in bringing these cargoes to adjudication was due to the fact that negotiations were being carried on for many weeks with a representative of the principal American meat packers, for an amicable settlement out of court. When at length, owing to the failure of the negotiations, His Majesty's Government decided that they would continue the Prize Court proceedings, and had at the least possible date for the hearing, counsel for the latter asked for an adjournment in their interests, despite the fact that the Crown was, by his own admission, ready to proceed.

His Majesty's Government are earnestly desirous of removing all cause of avoidable delay in dealing with American cargoes and vessels which may be detained, and any specific enquiries or representations which may be made by the United States Government in regard to particular cases will always receive the most careful consideration, and all information which can be afforded without prejudice to Prize Court proceedings will be readily communicated; but they can scarcely admit that, on the basis of actual facts, any substantial grievance on the part of American citizens is justified or even sustained, and they therefore confidently appeal to the opinion of the United States Government as enlightened by this memorandum.

Foreign Office, June 17th, 1915.

An enclosure gives the names and nationalities of the ships detained.

# "MISSING."

The following is an extract from a letter received by Mr. S. T. Tynedale regarding the death of his brother Alec at the front, says a Hants paper. It was written by Alec's captain, and must be the story of thousands of our young men just now:—"I very much regret that I have to inform you that after the action of May 25th your brother's name was amongst those of the missing. From what I can find out I understand that he was seen to fall during the charge. I am very grieved that I am unable to give you any definite news, and that I am unable to hold out very much hope for the future. I do not think I should be justified in doing so. If your brother was killed it is possible that he could have been buried without being identified, as the killed were buried at night under heavy fire and you will realize the difficulty of identification."











**NIPPON YUSEN KAISHA**  
THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

NAME	STATION	STRENGTH	TONS	SAILING DATES
1				

DESTINATION AND DISPLACEMENT  
KASHIMA MARU (THURSDAY, 29th

MARSEILLES and LONDON  
VIA SINGAPORE, PENANG,  
COLOMBO, SUZ and  
PORT SAID

ROBINSON  
Capt. M. Yagi, 23,000 July, at Noon.

MISHIMA MARU THURSDAY, 12th  
Capt. S. Wada, 16,000 Aug. at Noon.

VICTORIA, B.C. and  
SADO MARU  
Capt. Asakawa  
12,500  
(TUESDAY, 27th  
July, at 4 P.M.)

SEATTLE VIA KEEKONG  
SHANGHAI, MOJI, KOBE  
YOKKAICHI and YOKOHAMA } S AWA MARU  
Capt. T. Hori, 12,500 } TUESDAY, 10th  
Aug., at 4 P.M.

SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE	\$ HITACHI MARU Capt. Tominaga, 13,500	TUESDAY, 17th August, at 11 A.M.
	\$ TANGO MARU	TUESDAY, 14th

and BRISBANE	Capt. Soyeda,	11,500	Sept., at 4 P.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON	Capt. Siamoto	8,000	FRIDAY. Aug.
			6th

BOMBAY VIA SINGAPORE, { BOMBAY MARU, { MONDAY, 2nd  
MALACCA and COLOMBO, { Capt. Terada, 8,000, { Aug.

SHANGHAI MOJI and KOBE { RANGOON MARU { MONDAY, 9th  
Cpt. Nomura 10,000 } Aug.

SHANGHAI KOBE and TOSA MARU { WED'DAY. 4th

es	SHANGHAI, KOBE and YOKOHAMA	and	1834 MARU Capt. Tukano	12,000	Aug.
	NAGASAKI, KOBE and	and	TANGO MARU Capt. Saxon	13,500	SATURDAY, 14th Aug. at 10 A. M.

YOKOHAMA ... .. Capt. Soyama, 16,000  
SHANGHAI KOBÉ and S. ATSUTA MARU (THURSDAY, 29th  
YOKOHAMA ... .. Capt. Sato, 16,000 July.

§ Wireless Telegraphy. \_\_\_\_\_

### SOME PRINCIPAL FARES.

To	London	1st	Single	Yen	1600.	To	Marseilles	1st	Single	Yen	550
"	"	"	Return	"	900.	"	"	"	Return	"	82
"	"	2nd	Single	"	400.	"	"	2nd	Single	"	38
"	"	"	Return	"	605	"	"	"	Return	"	58

To	London, Southampton, Liverpool	via New York	\$80.15.0
		Montreal	\$80.3.0
To	Victoria, Vancouver, Seattle,	1st Single	\$25.
		Car. 10	

To Sydney, 1st Single £10. To Melbourne, 1st Single £41.  
1st Return £72. 1st Return £73.16.  
To Yokohama, 1st Return \$150. To Kobe, 1st Return \$135.

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to —  
**T. KUSUMOTT, MANAGER.**

TELEPHONE No. 292-Red 1941.

---

**PENINSULAR & ORIENTAL**

**STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS  
FOR  
MARSEILLES AND LONDON

**MARSEILLES AND LONDON**  
TAKING PASSENGERS ALSO FOR  
**COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.**

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.						
Connecting	Steamers	Leave	Leave	Connecting Steamer	Due at	D

Steamer leaves YOKOHAMA	to COLOMBO	SHANG- HAI	HONG- KONG	from COLOMBO to MARSHILLES and LONDON	MARSHIL- LES	LO
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p.m.		about	about Noon			
July 18	KASHGAR	July 26	July 30	MALWA	Aug. 28	Sept.

July 13	MALTA	Aug. 9	Aug. 14	PERSIA	Sept. 11
—	NOVARA	Aug. 22	Aug. 27	MOREA	Sept. 25
—	BARDINIA	Sept. 5	Sept. 10	MALJOJA	Oct. 9
Sept. 13	NANKIN	Sept. 19	Sept. 24	ARABIA	Oct. 23

Sep. 13	MALTA ...	Oct. 4	Oct. 9	MOLDAVIA ...	Nov. 6
—	NOVARA ...	Oct. 17	Oct. 22	KHYBER ...	Nov. 20
Oct. 25	SARDINIA ...	Nov. 1	Nov. 6	MEDINA ...	Dec. 4
Nov. 10	NANKIN ...	Nov. 14	Nov. 19	MONGOLIA ...	Dec. 18

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLON is definitely reserved  
Hongkong at the time of Booking.  
**F A R E S**  
The Fares to London and Marseilles are as follows:—

			LONDON	
1st Saloon "A"	Accommodation Single	£70.	Return	£105]
"B"	"	£64.	"	£96.
2nd Saloon "A"	"	£48.	"	£72.

1st Saloon	"A"	Accommodation	Single	\$66.	Return	\$99.
	"B"			\$60.	"	\$80.

2nd Saloon "A"	"	"	"	\$46.	"	\$69.
"B"	"	"	"	\$42.	"	\$63.

**IN ADDITION TO THE ABOVE MAIL STEAMERS**

**SEAFARER (NEW TENSARDMENT) STEAMERS WILL LEAVE FOR**

**LONDON**  
CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATE

7 A.M.		PROPOSED SAILINGS.				
		Leave	Leave	Leave	Leave	Duent M'GILLIES.

DAY.	STEAMERS,	Y'AM.	SHANGHAI	H'KONG.	S'POON.	if calling	L
Noon.	—	about	about	about	about	about	

NOON.	KASHGAR ... ..	July 19	July 26	July 30	Aug. 4	Sept. 6
DAY.	NORE ... ..	Sept. 15	Sept. 23	Sept. 29	Oct. 5	Nov. 5

10 A.M.	NEULORE ... ..	Oct. 25	Nov. 4	Nov. 10	Nov. 16	Dec. 15	
	NAGOYA ... ..	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30	J

These Steamers call also at PORT SWETTENHAM, PENANG and COLOM  
**FARES TO LONDON:**  
 1st Saloon £54 Single £81 Return, 2nd Saloon £38 Single: £67 Ret

FARES TO MARSEILLES:  
1st Saloon £50 Single. 2nd Saloon £36 Single.  
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.  
Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or

For Further Particulars apply to—  
**E. A. HEWETT,**  
Solicitor.

Building, 28

9.

**Abstract**



## POST OFFICE NOTICE.

## INWARD MAILS.

FROM	PER	DATE
PHILIPPINE ISLANDS	Persia	27th inst.
EUROPE (via NAGASAKI)	Kashima Maru	27th inst.
EUROPE (London 27th ult. via Siberia)	Asa Maru	28th inst.
AMERICA (via Korea)		1st Aug.

## OUTWARD MAILS.

FOR	PER	DATE
Philippine Islands	Tean	Tuesday, 27th, 9.00 A.M.
Japan via Miji	Hokuto Maru	Tuesday, 27th, 10.00 A.M.
Wakai, Chofu and Tientsin	Kasichow	Tuesday, 27th, 10.00 A.M.
Swatow, Amoy, Fuzhou via Tamsui	Daijin Maru	Tuesday, 27th, 10.00 A.M.
Fort Bayard and Haiphong	Hue	Tuesday, 27th, 10.00 A.M.
SHANGHAI NORTH CHINA JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA and CANADA via SAN FRANCISCO and UNITED KINGDOM via CANADA	Shinyo Maru	Tuesday, 27th, 10.15 A.M.
(EUROPE via SIBERIA)		Letters ... 11.00 A.M.
(Shanghai Brit. P.O. Saturday, 31st July)		
Swatow, Amoy and Fuzhou	Haitan	Tuesday, 27th, 1.30 P.M.
Formosa via Keelung	Otaka Maru	Tuesday, 27th, 2.00 P.M.
Formosa, Shanghai, North China and Japan via Miji, Victoria, B.C., Seattle, and United Kingdom via Canada	Sado Maru	Tuesday, 27th, 2.15 P.M.
Shanghai	Luchow	Tuesday, 27th, 3.00 P.M.
Swatow	Halward	Tuesday, 27th, 4.00 P.M.
Haiphong and Haiphong	Lokwang	Tuesday, 27th, 5.00 P.M.
SHANGHAI NORTH CHINA JAPAN via KOREA	Nera	Wednesday, 28th, 3.15 P.M.
(EUROPE via SIBERIA)		Letters ... 4.00 P.M.
(Shanghai Brit. P.O. Saturday, 31st July)		
Shanghai, North China and Japan via Kobe	Atsuta Maru	Thursday, 29th, 9.00 A.M.
Haiphong, Pakhoi and Haiphong	Sungshang	Thursday, 29th, 9.00 A.M.
Straits, Colombo, Port Said, Marseilles and United Kingdom	Kashima Maru	Thursday, 29th, 11.00 A.M.
Shanghai, North China	Sinkiang	Thursday, 29th, 11.00 A.M.
(EUROPE via SIBERIA)		Registration ... 2.15 P.M.
(Shanghai Brit. P.O. Tuesday, 3rd Aug.)		Letters ... 3.00 P.M.

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT AND EUROPE	Kashima	Friday, 30th, 1.30 P.M.
Swatow, Amoy and Fuzhou	Haitan	Friday, 30th, 1.30 P.M.
SHANGHAI NORTH CHINA JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA and CANADA via SAN FRANCISCO and UNITED KINGDOM via CANADA	Persia	Tuesday, 3rd, 10.15 A.M.
(EUROPE via SIBERIA)		Letters ... 11.00 A.M.
(Shanghai Brit. P.O. Saturday, 7th Aug.)		
Swatow, Amoy and Fuzhou	Haiching	Tuesday, 3rd, 1.30 P.M.
Philippine Islands	Chinkwa	Tuesday, 3rd, 3.00 P.M.
SAIGON, STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT AND EUROPE	Polynesien	Saturday, 7th, 10.00 A.M.
Printed Matter and Samples		Registration ... 11.15 A.M.
Letters		Registration ... 9.30 A.M.
Letters		Letters ... NOON
Australia, New Zealand, Tasmania, via Port Darwin and New Guinea via Thursday Island	Eastern	Monday, 9th, 11.00 A.M.
Philippine Islands, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	Changsha	Wednesday 25th, 11.00 A.M.

## LOCAL AND REGULAR MAILS OUTWARD.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai O	10.00 A.M.	
Tai Po	10.00 A.M.	9.00 A.M.
Chung Chow	4.00 P.M.	
Shanghai, Swatow and Sheungshui	4.00 P.M.	
Abouken, Antu, Ping Shan, Sai Kung, Santin, Stanley	4.30 P.M.	
Canton, Wanchow and Sam Shui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M. 6.00 P.M.	8.15 A.M.
Kongmoon	6.00 P.M.	5.00 P.M.
Namtau and Saimei	6.00 P.M.	5.00 P.M.
Shamshun	10.00 A.M. 4.00 P.M.	9.00 A.M.

From Sheungwan Western Branch P.O.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Canton	7.30 A.M. 8.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M.	9.30 A.M.
Shek Ki	8.30 P.M.	6.30 P.M.
Kongmoon	8.00 P.M.	6.00 P.M.
Kanchuk	8.00 P.M.	6.00 P.M.
Kanchuk	8.00 P.M.	6.00 P.M.
Kanchuk	8.00 P.M.	6.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

## WM. C. JACK &amp; CO., LTD.

## MOTOR LAUNCH BUILDERS.

## MECHANICAL ENGINEERS.

## ELECTRICAL ENGINEERS AND ELECTRO-PLATERS.

## ENGINEERS' AND DECK STORES OF EVERY DESCRIPTION.

## INCLUDING

Anti-Fouling Paint, Asbestos Boiler Covering and Packing, Magic Boiler Cleansing Fluid, Blake and Worthington Boiler Feed and Service Pumps, Metallic Filament and Carbon Lamps, Arc Lamps, Carbon Brushes, Fuses and all Electrical Supplies. Electrical Repairs and Ship Wiring a Speciality.

## IN STOCK

Oil and Gas Engines, Steam Centrifugal Pumps and Dynamos, Steam Steering Gear, Steam Ventilating Fans, Wireless Telegraph Outfits, Wires and Cables.

Office: 14, DES VŒUX ROAD CENTRAL, HONGKONG.

PLATING AND REPAIRING WORKSHOP, WANCHAI.

Telegraphic Address: "MARINEWORK." Telephone 582.

## COMMERCIAL.

## CLOSING QUOTATIONS.

July 26th.

ON LONDON:—	Telegraphic Transfer	1/9
	Bank Bills, on demand	1/9 1/2
	Bank Bills, at 30 days' sight	1/9 1/2
	Bank Bills, at 4 months' sight	1/9 1/2
	Credits, at 4 months' sight	1/9 1/2
	Documentary Bills 4 months' sight	1/9 1/2
ON PARIS:—	Bank Bills, on demand	23 1/2
	Credits, at 4 months' sight	24 1/2
ON GERMANY:—	On demand	nom.
ON NEW YORK:—	Bank Bills, on demand	42
	Credits, at 60 days' sight	nom.
ON BOMBAY:—	Telegraphic Transfer	nom.
	Bank, on demands	133
ON CALCUTTA:—	Telegraphic Transfer	nom.
	Bank, on demand	133
ON SHANGHAI:—	Bank, at sight	78 1/2
	Private, 30 days' sight	nom.
ON YOKOHAMA:—	On demand	85 1/2
ON MANILA:—	On demand—Fesp—	85 1/2
ON SINGAPORE:—	On demand	76
ON BATAVIA:—	On demand	106 1/2
ON HAIKONG:—	On demand	8 1/2 p
ON SAIGON:—	On demand	8 1/2 p
ON BANGKOK:—	On demand	8 1/2 p
	SOVEREIGNS, Bank's Buying Rate	£1.25
	GOLD LAMP, 100 fine, per tial	58.90
	BAR SILVER, per oz.	22 1/2

## ON SALE.

HONGKONG HANDBOOK REPORTS  
of the MEETINGS of the  
LEGISLATIVE COUNCIL for the  
Session 1914.  
REVISED BY THE MEMBERS.  
PRICE ... .. \$5.  
DAILY PRESS OFFICE.  
Hongkong, 26th February, 1915.

## SHARE LIST—QUOTATIONS.

HONGKONG, 26TH JULY, 1915.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTA- TIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Banking Corporation	120,000	\$125 all	\$181 1/2	6 1/2 p.a.	
China Banking Corporation, Limited	60,000	\$12 all	\$10	8 1/2 p.a.	
China Light and Power Company, Ltd.	50,000	\$5 all	\$4 1/2	7 1/2 p.a.	
China Provision, Loan & Mortgage Co., Ltd.	200,000	\$10 all	\$8 1/2	7 1/2 p.a.	
CORPORATIONS.—					
Shai Cotton Manufacturing Co., Ltd.	40,000	Tls. 50 all	Tls. 99 1/2	buyers	
Kung Yik Cotton S. & W. Co., Ltd.	100,000	Tls. 10 all	Tls. 14 1/2	8 1/2 p.a.	
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75 all	Tls. 89	8 1/2 p.a.	
Loan & Mortgage Co., Ltd.	8,000	Tls. 100 all	Tls. 87 1/2	8 1/2 p.a.	
Soyabean Cotton S. & W. Co., Ltd.	20,000	Tls. 50 all	Tls. 44	buyers	
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50 all	Tls. 175	buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$7 1/2	buyers	
(In Liquidation)					
Dairy Farm Company, Limited	40,000	\$7 1/2	\$8	4 1/2 p.a.	
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50 all	\$77 1/2	5 p.a.	
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50 all	\$76	4 1/2 p.a.	
Shai Dock and Engineering Co., Ltd.	55,700	Tls. 100 all	Tls. 51		
Shai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100 all	Tls. 82		
Green Island Cement Co., Limited	400,000	\$10 all	\$6 1/2	sales	
Hongkong Electric Co., Limited	60,000	\$10 all	\$4 1/2	buyers	
Hongkong Hotel Company, Limited	20,000	\$50 all	\$118	buyers	
Hongkong Ice Company, Limited	6,500	\$25 all	\$185	buyers	
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10 all	\$12	buyers	
Hongkong Tramway Co., Ltd.	325,000	\$5 all	\$6	sales	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$20	\$37 1/2	buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$15 1/2	buyers
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$38 1/2	buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 165	
Union Insurance Society, Limited	12,000	\$250	\$100	\$20	buyers
Yangtze Insurance Association Ltd.	12,000	\$10	\$60	\$240	Ex 73
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100 all	\$112	buyers	
Hongkong Central Estate, Ltd.	10,000	\$100 all	\$10		
Hongkong Land Reclamation Co., Ltd.	10,000	\$100	\$75		
Hampshire Estate and Finance Co., Ltd.	150,000	\$10 all	\$6 1/2	buyers	
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	buyers	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50 all	Tls. 104		
West Point Building Co., Limited	12,500	\$50 all	\$71	buyers	
Maatschappij tot. Mij. Bosch en Landbouw exploitatie in Langkat	250,000	Gds. 10 all	Tls. 38 1/2	buyers	
MIRRO.					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1 all	\$70	buyers	
Ranch Australia Gold Mining Co., Ltd.	200,000	\$1 all	\$34	sales	
Tromb Mines, Limited	150,000	\$1 all	\$2 1/2	sales	
Peak Tramway Co., Limited	25,000	\$10 all	\$8 1/2	buyers	
50,000	\$10 1/2	\$70.80	buyers		
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100 all	\$127 1/2	buyers	
Union Sugar Refining Co., Limited	7,000	\$100 all	\$46	sal. & buy.	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25 all	\$6 40	buyers	
Douglas Steamship Co., Limited	20,000	\$50 all	\$60	buyers	
H'kong, Canton & Mexico S. S. Co., Ltd.	80,000	\$15 all	\$10	buyers	
Indo-China Steam Navigation Co., Ltd.	50,000	\$25 all	\$145		
Shanghai and Trading Co., Ltd.	4,047,670	\$1 all	\$9 1/2	buyers	
Star Ferry Company, Limited	40,000	\$10 all	\$70	buyers	
South China Morning Post, Limited	6,000	\$25 all	\$32	buyers	
Steam Laundry Company, Limited	20,000	\$5 all	\$3.20	buyers	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	21,000	\$7 all	\$6 1/2	buyers	
Watson & Co., A. S. P., Limited	50,000	\$10 all	\$6 1/2	sales	
Union Waterboat Co., Limited	50,000	\$10 all	\$18		

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VENNON &amp; SMYTH, Share Brokers.

## BANKS

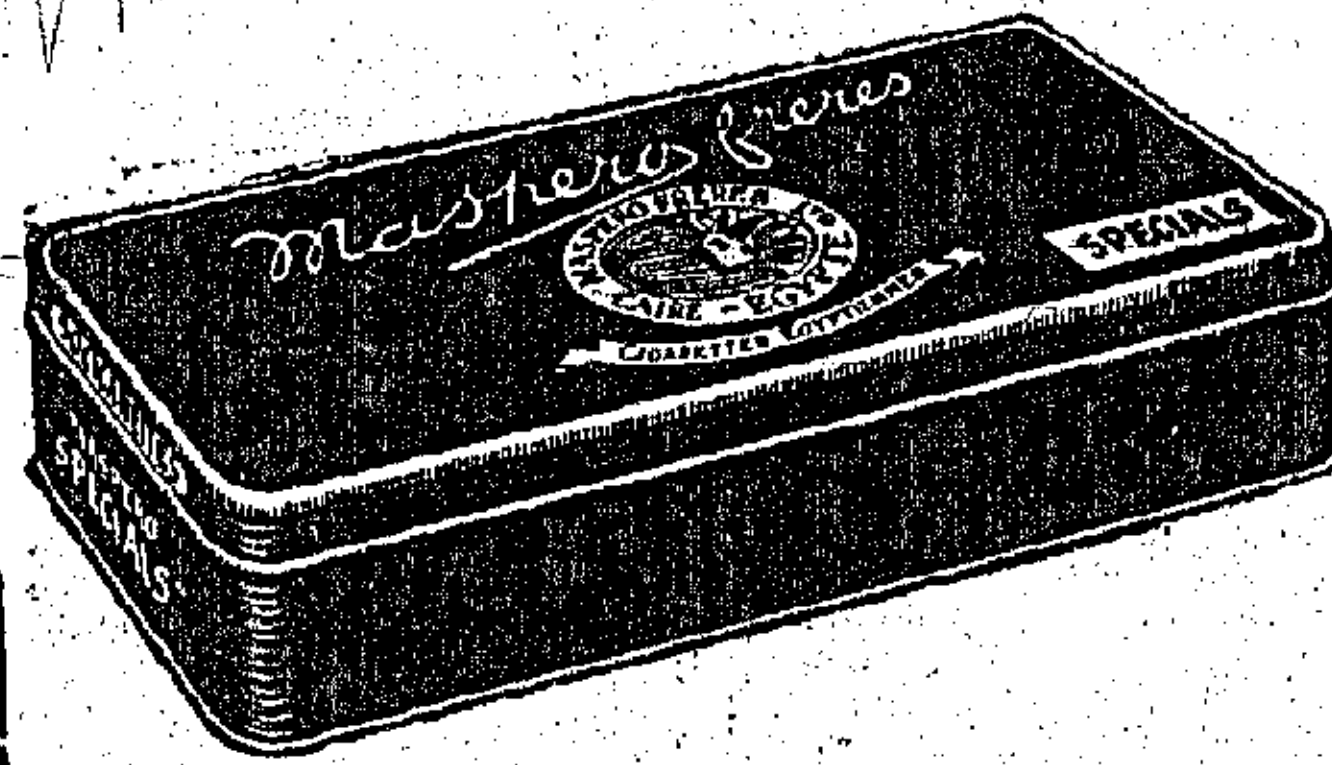
## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.  
Paid-up Capital ... .. £1,200,000  
Reserve Fund ... .. £1,200,000  
Reserve Liability of Proprietors £1,200,000  
FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.  
W. DICKSON, Manager.  
Hongkong, 8th June 1915 [15]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.  
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.  
[For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
N. J. STARR, Chief Manager.  
Hongkong, 2nd November, 1914. [19]

## MASPERO FRÈRES "SPECIALS."



\$1.50 a tin of 50 Cigarettes.

The quality of these Cigarettes has been maintained throughout at its high standard in spite of the present European War and the previous war in Turkey and the Balkan States. This is only possible for Maspero Frères, as they always have in their warehouse in Cairo enough Tobacco leaf for their requirements for 2 years.

Have you not noticed how the quality of many other makes of Egyptian Cigarettes has fallen off during the past few months?

[17]

## BANKS

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... .. \$15,000,000  
Reserve Funds:—  
Sinking ... .. \$1,250,000  
Silver ... .. \$18,000,000  
Reserve Liability of Proprietors \$15,000,000  
COURT OF DIRECTORS:  
Hon. Mr. D. LANDALE—Chairman.  
W. L. PATTERSON, Esq.—Deputy Chairman.  
S. H. DODD, Esq. P. H. HOLYOAK, Esq.  
G. T. M. EDKINS, Esq. J. A. PLUMMER, Esq.  
C. S. GUBBY, Esq. Hon. Mr. E. SHALLIM.  
CHIEF MANAGER:  
Hongkong—N. J. STARR.  
MANAGER:  
Shanghai—A. G. STEPHEN.  
LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.  
HONGKONG INTEREST ALLOWED:  
On Current Account at the rate of Two per cent. per annum on the Daily Balance.  
ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per annum.  
" 6 " 3 1/2 " " " "  
" 12 " 4 " " " "  
N. J. STARR,  
Chief Manager.  
Hongkong, 11th November, 1914. [9]

## INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: Wall Street, New York.  
LONDON OFFICE: Bishopsgate, E.C.  
CAPITAL PAID-UP (U.S. Gold) \$2,500,000  
RESERVE FUNDS ... .. \$1,120,000  
All kinds of FOREIGN and LOCAL BANKING BUSINESS transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.  
N. S. MARSHALL, Manager.  
9, Queen's Road, Hongkong, 12th May, 1915. 734

## THE BANK OF CHINA, GOVERNMENT BANK.

(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)  
Authorized Capital ... .. \$80,000,000  
Paid-up Capital ... .. \$16,000,000  
HEAD OFFICE: PEKING.  
BRANCHES AND SUB-BRANCHES:  
SHANGHAI: Nanking, Chinkiang, Yangchow, Wusieh, Wuhu, Anshing, Kiating, Tientsin, Soochow, Hankow, Shensi, Ichang, Nanchang, Tientsin, Peking, Tongshan, Luoshan, Tanghsien, Hsinghai, Hangchow, Wenchow, Shaohsin, Chiahsin, Lanchow, Hanchow, Ningpo, Kiating, Chongchih, Sinyang, Loh, Chowkai, Tientsin, Chongchih, Tientsin, Linchi, Lanchow, Tientsin, Yikhai, Hanchow, Chafoo, Tientsin, Kiating, Yenchow, Fochow, Chongchih, Kirin, Moukden, Newchwang, Dairen, Harbin, Tientsin, Tientsin, Chongchih, Kiating, Kiating, Kiating, etc., etc.

## THE BANK OF INDIA, LIMITED.

Authorized Capital ... .. £1,500,000  
Subscribed ... .. £1,500,000  
Paid-up ... .. £1,500,000  
Reserve Fund ... .. £500,000  
BANKERS:  
BANK OF ENGLAND,  
and  
LONDON JOINT STOCK BANK, LIMITED.  
Every description of Exchange business transacted.  
INTEREST allowed on Current Account at 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.  
C. T. BATH, Acting Manager.  
Hongkong, 17th July, 1915. [75]

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